



# Recreational Boating Statistics 2011

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U.S. Department of Homeland Security  
U.S. Coast Guard  
Office of Auxiliary and Boating Safety



Commandant  
United States Coast Guard

2100 Second Street, S.W. Stop 7581  
Washington, DC 20593-7581  
Staff Symbol: CG-BSX-21  
Phone: (202) 372-1103  
Fax: (202) 372-1908  
Email: Susan.M.Tomczuk@uscg.mil

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FOREWORD

Under the authority of Title 46, United States Code, the Inspections & Compliance Directorate has been delegated the responsibility to collect, analyze, and annually publish statistical information obtained from recreational boat numbering and casualty reporting systems. Within the Directorate, the Office of Auxiliary and Boating Safety, Boating Safety Division has Recreational Boating Safety Program responsibility.

Recreational Boating Statistics 2011, the 53rd annual report, contains statistics on recreational boating accidents and state vessel registration. This publication is a result of the coordinated effort of the Coast Guard and those states and territories that have Federally-approved boat numbering and casualty reporting systems. These include all states, the District of Columbia, Puerto Rico, Guam, the Virgin Islands, American Samoa, and the Commonwealth of the Northern Mariana Islands.

Recreational Boating Statistics 2011 may be copied and distributed freely in the interest of boating safety. For questions and suggestions regarding content, use the address, telephone number, or email address at the top of this page. For an electronic copy, visit the Boating Safety Division website at [www.uscgoating.org](http://www.uscgoating.org).

  
PAUL E. THOMAS  
Captain, U.S. Coast Guard  
Director of Inspections & Compliance

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## 2011 EXECUTIVE SUMMARY

- In 2011, the Coast Guard counted 4588 accidents that involved 758 deaths, 3081 injuries and approximately \$52 million dollars of damage to property as a result of recreational boating accidents.
  - The fatality rate was 6.2 deaths per 100,000 registered recreational vessels. This rate represents a 14.8% increase from last year's fatality rate of 5.4 deaths per 100,000 registered recreational vessels.
  - Compared to 2010, the number of accidents decreased 0.35%, the number of deaths increased 12.8% and the number of injuries decreased 2.3%.
- Seventy (70) percent of all fatal boating accident victims drowned, and of those, eighty-four (84) percent were not reported as wearing a life jacket.
- Only eleven percent of deaths occurred on boats where the operator had received boating safety instruction. Only seven percent of deaths occurred on vessels where the operator had received boating safety instruction from a NASBLA-approved course provider.
- Eight out of every ten boaters who drowned were using vessels less than 21 feet in length.
- Operator inattention, improper lookout, operator inexperience, excessive speed, and machinery failure rank as the top five primary contributing factors in accidents.
- Alcohol use is the leading contributing factor in fatal boating accidents; it was listed as the leading factor in 16% of the deaths.
- Fifteen children under age thirteen lost their lives while boating in 2011. Sixty (60) percent of the children who died in 2011 died from drowning. Seventy-eight (78) percent of those who drowned were wearing a life jacket as required by state and federal law.
- The most common types of vessels involved in reported accidents were open motorboats (47%), personal watercraft (19%), and cabin motorboats (14%).
- The 12,173,935 recreational vessels registered by the states in 2011 represent a 2.1% decrease from last year when 12,438,926 recreational vessels were registered.



**Table 1 • 2011 EXECUTIVE SUMMARY**

<b>TOP FIVE PRIMARY ACCIDENT TYPES</b>						
Accident Rank	Accident Type	Number of Accidents		Number of Deaths	Number of Injuries	
1	Collision with Recreational Vessel	1002		40	669	
2	Flooding/Swamping	501		89	157	
3	Collision with Fixed Object	460		58	382	
4	Skier Mishap	436		14	456	
5	Falls Overboard	359		205	157	
<b>VESSEL TYPES WITH THE TOP CASUALTY NUMBERS</b>						
Casualty Rank	Type of Boat	Drownings	Other Deaths	Total Deaths	Total Injuries	Total Casualties
1	Open Motorboat	253	121	374	1610	1984
2	Personal Watercraft	18	26	44	764	808
3	Cabin Motorboat	24	23	47	277	324
4	Canoe/Kayak	118	16	134	116	250
5	Pontoon	21	11	32	87	119
<b>LIFE JACKET WEAR BY TOP FIVE KNOWN CAUSES OF DEATH</b>						
Known Cause of Death Rank	Cause of Death	Number of Deaths	Life Jacket			
			Worn	Not Worn	Unknown if worn	
1	Drowning	533	84	415	34	
2	Trauma	116	34	61	21	
3	Cardiac Arrest	34	12	19	3	
4	Hypothermia	10	4	6	0	
5	Carbon Monoxide Poisoning	4	0	2	2	
<b>TOP TEN KNOWN PRIMARY CONTRIBUTING FACTORS OF ACCIDENTS</b>						
Accident Rank	Contributing Factor	Number of Accidents		Number of Deaths	Number of Injuries	
1	Operator Inattention	583		58	363	
2	Improper Lookout	514		31	391	
3	Operator Inexperience	364		43	255	
4	Excessive Speed	349		28	321	
5	Machinery Failure	319		18	120	
6	Alcohol Use	296		125	243	
7	Hazardous Waters	258		88	122	
8	Weather	235		54	114	
9	Rules of the Road	214		6	186	
10	Force of Wave/Wake	201		6	183	

**Mission and Strategic Plan of the National Recreational Boating Safety Program**

The mission of the National Recreational Boating Safety (RBS) Program is “to ensure the public has a safe, secure, and enjoyable recreational boating experience by implementing programs that minimize the loss of life, personal injury, and property damage while cooperating with environmental and national security efforts”.

The Strategic Plan of the National Recreational Boating Safety Program delineates the Program’s eleven objectives to reduce casualties which include 1) tracking and increasing the number of educated boaters; 2) delivering effective boating safety messages to target audiences; 3) increasing the number of on-the-water boating instruction recipients; 4) studying and increasing life jacket wear rates; 5) increasing boater knowledge of and compliance with navigation rules; 6) decreasing boating under the influence; 7) decreasing the number of defective vessels; 8) increasing boater compliance with vessel carriage requirements; 9) increasing the accuracy and reporting rates of reportable accidents; 10) conducting research and development of boating safety initiatives; and 11) measuring the effectiveness of non-profit organization grants. To view the Strategic Plan of the Program, please visit the Office’s website at <http://www.uscgboating.org>.

**Overview of Statistics**

This report contains statistics on registered recreational vessels and boating accidents during calendar year 2011. Data used to compile the recreational boating accident statistics come from three sources:

- Boating Accident Report (BAR) data forwarded to the Coast Guard by states with an approved casualty reporting system; and
- Reports of Coast Guard investigations of fatal boating accidents that occurred on waters under Federal jurisdiction. Recreational boating accident investigation data are used if submitted to the Coast Guard and are relied on as much as possible to provide accurate accident statistics. In the absence of investigation data, information is collected from the accident reports filed by boat operators; and
- Reports received from news media sources that the Coast Guard did not receive investigative data on by the state. The following table reflects the number of accidents, deaths, injuries, and losses of vessels that were captured in news media sources that met reporting requirements for which the Coast Guard did not receive a report.

<b>Table 2 • NEWS MEDIA ACCIDENTS AND CASUALTIES</b>					
	Accidents	Deaths	Injuries	Losses of vessels	Damages
Nationally	66	27	41	16	\$1,256,575

**Changes to the Publication**

Some of the tables in this edition of the Statistics have changed because of alterations to the content on the Coast Guard’s Boating Accident Report (BAR) form. One of the most dramatic changes lies in the cause categories. “Passenger/skier behavior” and “careless/reckless operation” were removed from the latest BAR form because it was believed that the public would not report a negative behavior about themselves. Since these categories were removed from the Coast Guard form, they will not be reported in the national publication. For those jurisdictions that did not use the Coast Guard form to collect information and still used passenger/skier behavior and careless/reckless operation as a cause, the Coast Guard coded their cause according to the choices on the Coast Guard BAR form. An example of a case where the Coast Guard was able to code one of these causes to one available on the Coast Guard form is as follows: if a jurisdiction had selected “passenger/skier behavior” to describe an accident where an occupant stood up in a canoe which led to the capsizing of the vessel, the Coast Guard coded this cause as “improper loading” instead of “passenger/skier behavior”. An example of a case where the Coast Guard was not able to code one of these causes to a cause available on the Coast Guard form is as follows: a passenger on a vessel became injured while jumping out of a vessel while it was in motion.



In this case, the Coast Guard coded the accident as “other” and captured “passenger/skier behavior” in the “other accident cause” category. “Careless/reckless operation” was likewise coded such that when applicable, it was coded as “Rules of the Road”. In other cases, the cause was coded as “other”.

Other changes include a graph that was added on page 18 to reflect the percent of accidents and fatal accidents by time of day. A graph and table were added on page 48 to reflect the percent of deaths attributed to each vessel type for years 2002-2011. A graph was added on page 51 to reflect the number of injured victims under age 18 by age group and injury type on personal watercraft. A graph and table were modified on page 57 to reflect the motorized fatality rate by year, from 1999-2011. A table was modified on page 64 to provide fatality rates by state. The boating accident report form on pages (69-74) of this report was revised in September 2011 to reflect the addition of a privacy statement and instructions, as well as a field for the date of birth of the operator and injured victim.

#### **Accident Reporting as Required by Federal Law**

Under federal regulations (33 CFR Part 173; Subpart C – Casualty and Accident Reporting) the operator of any numbered vessel that was not required to be inspected or a vessel that was used for recreational purposes is required to file a BAR when, as a result of an occurrence that involves the vessel or its equipment:

1. A person dies; or
2. A person disappears from the vessel under circumstances that indicate death or injury; or
3. A person is injured and requires medical treatment beyond first aid; or
4. Damage to vessels and other property totals \$2,000 or more; or
5. There is a complete loss of any vessel.

If the above conditions are met, the federal regulations state that the operator or owner must report their accident to a state reporting authority, abbreviated in this publication as “state”. The reporting authority can be either the state where the accident occurred, the state in which the vessel was numbered, or, if the vessel does not have a number, the state where the vessel was principally used. The owner must submit the report if the operator is deceased or unable to make the report.

The regulations also state the acceptable length of time in which the accident report must be submitted to the reporting authority. Boat operators or owners must submit:

1. Accident reports within 48 hours of an occurrence if:
  - a. A person dies within 24 hours of the occurrence; or
  - b. A person requires medical treatment beyond first aid; or
  - c. A person disappears from the vessel.
2. Accident reports within 10 days of an occurrence if there is damage to the vessel/property only.

The minimum reporting requirements are set by Federal regulation, but states are allowed to have more stringent requirements. For example, some states have a lower threshold for reporting damage to vessels and other property.

Federal Regulations (33 CFR 174.121) require accident report data to be forwarded to Coast Guard Headquarters within 30 days of receipt by a state.

The statistics in this publication cover boating accidents reported on waters of joint federal and state jurisdiction and exclusive state jurisdiction. Most states use BAR forms that are similar to the Coast Guard form. A copy of the Coast Guard BAR form used for this report is on pages 67-72. This Coast Guard form was approved by the Office of Management and Budget in the summer of 2008. 2009 was the first year that the form was used for data collection on a national basis.

#### **Casualty and Accident Reporting Guidelines**

Casualty and accident reporting applies to each “vessel” used by its operator for recreational purposes

or vessels that are required to be numbered and are not subject to inspection.

The term “vessel” includes every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on the water. Terms used to describe the various types of watercraft are: airboat, auxiliary sailboat, cabin motorboat, canoe, houseboat, inflatable boat, kayak, open motorboat, personal watercraft, pontoon boat, raft, rowboat, and sailboat. Unmodified inner tubes have not been determined to be “vessels” to date and thus any accident that only involves an unmodified inner tube has not been included in the statistics in the main body of this report.

#### **“Reportable” Boating Accidents**

A vessel is considered to be involved in a “boating accident” whenever a death, missing person, personal injury, property damage, or total vessel loss results from the vessel's operation, construction, seaworthiness, equipment, or machinery.

The following are examples of accident types that are used in this report:

- Grounding, capsizing, sinking, or flooding/swamping
- Falls in or overboard a vessel
- Persons ejected from a vessel
- Fire or explosions that occur while underway and while anchored, moored or docked if the fire resulted from the vessel or vessel equipment.
- Water-skiing or other mishap involving a towable device
- Collision with another vessel or object
- Striking a submerged object
- A person struck by a vessel, propeller, propulsion unit, or steering machinery
- Carbon monoxide exposure
- Electrocutation due to stray current related to a vessel
- Casualties while swimming from a vessel that is not anchored, moored or docked.
- Casualties where natural causes served as a contributing factor in the death of an individual but the determined cause of death was drowning.
- Casualties from natural phenomena such as interaction with marine life (i.e. leaping sturgeon causes casualty to person) and interaction with nature (i.e. mountain side falls onto vessel causing casualties).
- Casualties where a person falls off an anchored vessel.

#### **“Non-Reportable” Boating Accidents**

Not every occurrence involving a vessel is considered within the scope of the National Recreational Boating Safety Program. The following occurrences involving a vessel may be required to be reported to the state, but for statistical purposes are excluded from this report and are considered “non-reportable” boating accidents:

- A person dies, is injured, or is missing as a result of self-inflicted wounds, alcohol poisoning, gunshot wounds, or the ingestion of drugs, controlled substances or poison.
- A person dies, is injured, or is missing as a result of assault by another person or persons while aboard a vessel.
- A person dies or is injured from natural causes while aboard a vessel where the vessel did not contribute to the casualty.
- A person dies, is injured, or is missing as a result of jumping, diving, or swimming for pleasure from an anchored, moored or docked vessel.
- A person dies, is injured, or is missing as a result of swimming to retrieve an object or a vessel that is adrift from its mooring or dock, having departed from a place of inherent safety, such as the shore or pier.
- Property damage occurs or a person dies, is injured, or is missing while preparing a vessel for launching or retrieving and the vessel is not on the water and capable / ready for its intended use.

- Property damage occurs or a person dies, is injured, or is missing as a result of a fire on shore or a pier that spreads to a vessel or vessels.
- Property damage occurs to a docked or moored vessel or a person dies, is injured, or is missing from such a vessel as a result of storms, or unusual tidal or sea conditions; or when a vessel gets underway in those conditions in an attempt to rescue persons or vessels.
- Property damage occurs to a docked or moored vessel due to lack of maintenance on the vessel or the structure to which it was moored.
- Property damage occurs to a docked or moored vessel due to theft or vandalism.
- Property damage occurs to, a person dies or is injured on, or a person is missing from a non-propelled houseboat or other vessel used primarily as a residence when such a vessel is not underway.
- Casualties that result from falls from or on docked vessels or vessels that are moored to a permanent structure.
- Casualties that result from a person climbing aboard an anchored vessel from the water or swimming near an anchored vessel.
- Fire or explosions on anchored, docked or moored boats where the cause of the fire was not attributed to the vessel or vessel equipment.
- Casualty or damage that results when the vehicle used for trailering the vessel fails.
- Casualties or damage that occur during accidents that only involve unmodified inner tubes.
- Casualties or damage that occur when the only vessel(s) involved are being used solely for governmental, commercial or criminal activity.
- Casualties or damage that occur when the only vessel(s) involved are not numbered and are being used exclusively for racing.
- Casualties or damage that occur when the only vessel(s) involved are foreign vessels and thus not subject to U.S. federal reporting requirements.

A list of “non-reportable” scenarios and their associated casualty counts can be found in Table 3.

**Table 3 Non-Reportable Scenarios with their Casualty Count**

Does not meet Coast Guard Policy	Accidents	Deaths	Injuries	Vessels Lost	Damages
A person dies or is injured from natural causes while aboard a vessel.	3	3	0	0	\$0
A person dies, is injured, or is missing as a result of jumping, diving, or swimming for pleasure from an anchored, moored or docked vessel.	10	9	1	0	\$0
A person dies, is injured, or is missing as a result of self-inflicted wounds, alcohol poisoning, gunshot wounds, or the ingestion of drugs, controlled substances, or poison.	3	3	0	0	\$0
A person dies, is injured, or is missing as a result of swimming to retrieve an object or a vessel that is adrift from its mooring or dock, having departed from a place of inherent safety, such as the shore or pier.	3	2	0	0	\$0
Casualties that result from a person climbing aboard an anchored vessel from the water or swimming near an anchored vessel.	4	0	4	0	\$0
Casualties that result from falls from or on docked vessels or vessels that are moored to a permanent structure.	4	2	2	0	\$0
Casualty or damage that results when the vehicle used for trailering the vessel fails.	1	0	2	0	\$1,315
Commercial	193	25	147	9	\$1,619,360
Criminal	1	0	0	0	\$8,500
Fire or explosions on anchored, docked or moored boats where the cause of the fire was not attributed to the vessel or vessel equipment.	3	0	0	3	\$165,500
Vessel was foreign-flagged	1	0	0	0	\$4,000
Government	10	0	8	0	\$52,591
No boating incident; no one in the kayak when it was purposely sent down the river.	1	0	0	0	\$0
Property damage occurs or a person dies, is injured, or is missing as a result of a fire on shore or a pier that spreads to a vessel or vessels.	1	0	0	0	\$2,000
Property damage occurs or a person dies, is injured, or is missing while preparing a vessel for launching or retrieving and the vessel is not on the water and capable / ready for its intended use.	1	0	0	0	\$2,368
Property damage occurs to a docked or moored vessel due to lack of maintenance on the vessel or the structure to which it was moored.	42	0	0	15	\$408,672
Property damage occurs to a docked or moored vessel due to theft or vandalism.	2	0	1	0	\$2,500
Property damage occurs to a docked or moored vessel or a person dies, is injured, or is missing from such a vessel as a result of storms, or unusual tidal or sea conditions; or when a vessel gets underway in those conditions in an attempt to rescue person	44	0	0	10	\$584,774
Vessel used exclusively for racing	1	0	1	0	\$200
Craft was an unmodified innertube	1	1	0	0	\$0
Does not meet federal reporting requirements	594	0	48	0	\$451,813
<b>Total</b>	<b>923</b>	<b>45</b>	<b>214</b>	<b>37</b>	<b>\$3,303,593</b>

### **Use of Statistics**

Following are some important points that users of these statistics need to be aware of:

1. An approved casualty reporting system does not include every accident involving a vessel that is being used for recreational purposes. Some accidents are not in the system because they are not required to be reported. Many accidents are not reported because boaters are not aware of the accident reporting regulations or fail to comply with such regulations.

In an attempt to make sure all fatal boating accidents are captured by the casualty reporting system and required data are input into the Boating Accident Report Database (BARD) System, the Coast Guard notifies and provides information from its Marine Information for Safety and Law Enforcement (MISLE) system to state Boating Law Administrators (BLAs) of fatal accidents that occurred in their state. The Coast Guard also sends news media stories to state BLAs on fatal and non-fatal boating accidents that occur in their state to capture accidents that may have been missed.

2. Federal regulations do not require the reporting of accidents on private waters where states have no jurisdiction. Reports of accidents on such waters are included in this report when received by the Coast Guard if they satisfy the other requirements for inclusion.

3. Non-fatal accidents cannot be assumed to have occurred in numbers proportional to the reported statistics because the act of reporting an accident is not a random sampling of accidents in the statistical sense. Rather, selection is based on the ability and willingness of those involved to file a report.

4. The fluctuations in non-fatal accident statistics from year to year may be caused by factors other than the change in the total number of recreational boating accidents. A small change in the low reporting rate may cause a relatively large change in the statistics.

The statistics in this publication are based on accident data submitted by reporting states as of April 10, 2012 with subsequent updates as information is reviewed and standardized. This publication covers only accidents meeting the aforementioned reporting requirements.

# Accident Causes & Conditions



## **Explanation of Accident Causes and Conditions Section**

The following eighteen tables and figures focus on the causes of accidents with a special focus on alcohol use, the operation and activity at the time of accident, weather and water conditions, vessel information, and the time of accidents.

### **Percent of Accidents that are Fatal by Month (Figure 1 & Table 4, Page 17)**

This table provides information about total accidents, fatal accidents, non-fatal accidents, and deaths. The figure focuses on the percent of fatal accidents by month.

As a background note, fatal accidents are accidents that involve at least one death. For example, a fatal accident could be a capsizing that resulted in three deaths. It was an accident that had at least one death.

### **Percent of Accidents and Fatal Accidents by Time Period, 2011 (Figure 2, Page 18)**

This table reflects the percentage of accidents and fatal accidents by time period. When comparing the ratio of accidents to fatal accidents, one notices that the proportion of fatal accidents is higher than the proportion of accidents during the hours of 08:30 PM to 02:30 AM and from 08:30 AM to 10:30 AM.

### **Primary Contributing Factor of Accidents & Casualties (Table 5, Page 19)**

The "contributing factors" of an accident are the causes of the accident. In the Coast Guard's national accident reporting database, there are allowances for up to four causes. This table reflects the first cause listed for all accidents, deaths and injuries nationwide.

For the purposes of displaying information in a simplified manner, the Coast Guard divided the contributing factor categories into five larger categories: operation of vessel, loading of passengers or gear, environment, failure of vessel or vessel equipment, and miscellaneous. These five categories are situated in the leftmost column of the table and have the total number of accidents, deaths, and injuries associated with each category under the category name.

### **Machinery & Equipment Primary Contributing Factor of Accidents & Casualties (Table 6, Page 20)**

This table reflects the number of accidents, deaths, and injuries where machinery or equipment failure was listed as a first cause of the accident. The table also delineates the different types of failure that were listed.

### **Primary Contributing Factor of Accidents (Figure 3, Page 21)**

This figure reflects the first cause of accidents for all accidents nationwide.

### **Primary Contributing Factor of Deaths (Figure 4, Page 22)**

This figure reflects the first cause listed for all deaths.

### **Primary Contributing Factor of Injuries (Figure 5, Page 23)**

This figure reflects the first cause listed for all injuries.

### **Number of Vessels in Accidents by Vessel Type & Primary Contributing Factor (Table 7, Page 24)**

This table looks at the number of vessels involved in accidents by vessel type and the primary cause of the accident.

### **Alcohol Use as a Contributing Factor in Accidents & Casualties by State 2007-2011 (Table 8, Page 25)**

This table reflects a tally of all four causes of accidents listed for all national accidents, deaths and injuries.

This table lists accidents where alcohol use by the vessel's occupants was listed as a direct or indirect cause of the accident. There are other cases in the national database where alcohol use is listed as being involved in the accident but it was not determined to be a cause of the accident.

**Vessel Operation at the Time of Accident (Table 9, Page 26)**

This table focuses on the vessel operation at the time of the accident. The table lists information about the number of vessels involved, the resulting number of deaths and the resulting number of injuries.

**Vessel Activity at the Time of Accident (Table 10, Page 26)**

This table examines the vessel and victim activity at the time of the accident. The table provides information about the number of vessels involved, the resulting number of deaths, and the resulting number of injuries.

**Weather & Water Conditions (Table 11, Page 27)**

This table documents some of the environmental characteristics of accidents. It focuses on accidents, deaths and injuries by type of body of water, water conditions, wind level, visibility, and water temperature.

**Time Related Data (Table 12, Page 28)**

These three sections independently examine time-related information for accidents, deaths and injuries. The top section documents the number of accidents, deaths and injuries that occurred during a time frame. The middle section documents the number of accidents, deaths and injuries that occurred during a given month. Finally, the bottom section documents the number of accidents, deaths and injuries that occurred during a given day of the week.

Each section examines the national data separately and should not be combined to draw conclusions. For instance, one cannot use them to deduce that the majority of accidents occur from 2:31 pm-4:30 pm in July on the weekends. However, you could deduce that 2:31 pm-4:30 pm was the time frame that accidents occurred during calendar year 2011. Furthermore, the month with the highest number of accidents was July. Finally, the two days of the week with the greatest number of accidents were Saturday and Sunday.

**Vessel Information (Table 13, Page 29)**

This table documents some of the characteristics of vessels involved in accidents. It provides information about the number of accidents, deaths and injuries by horsepower, year built, length, and hull material.

**Rental Status of Vessels Involved in Accidents (Table 14, Page 30)**

This table examines whether a vessel involved in an accident was rented. It also provides information on whether deaths and injuries occurred on rented vessels.

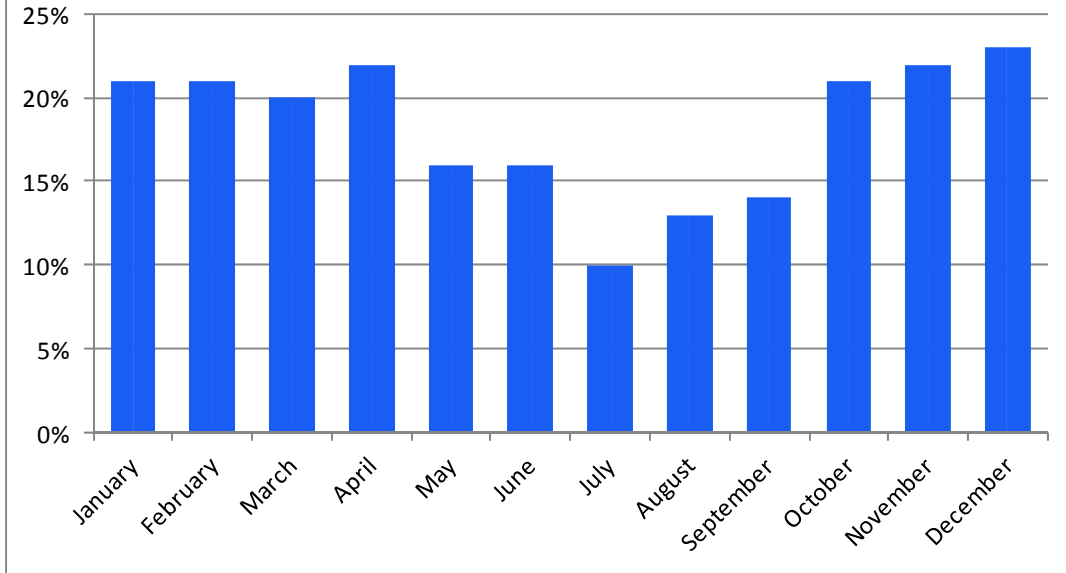
**Number & Percent of Deaths by Vessel Length (Figure 6 & Table 15, Page 31)**

This table focuses on the number of deaths by vessel length. Deaths are categorized into drownings and non-drownings. The table also provides a percentage of all deaths that were caused by drowning.





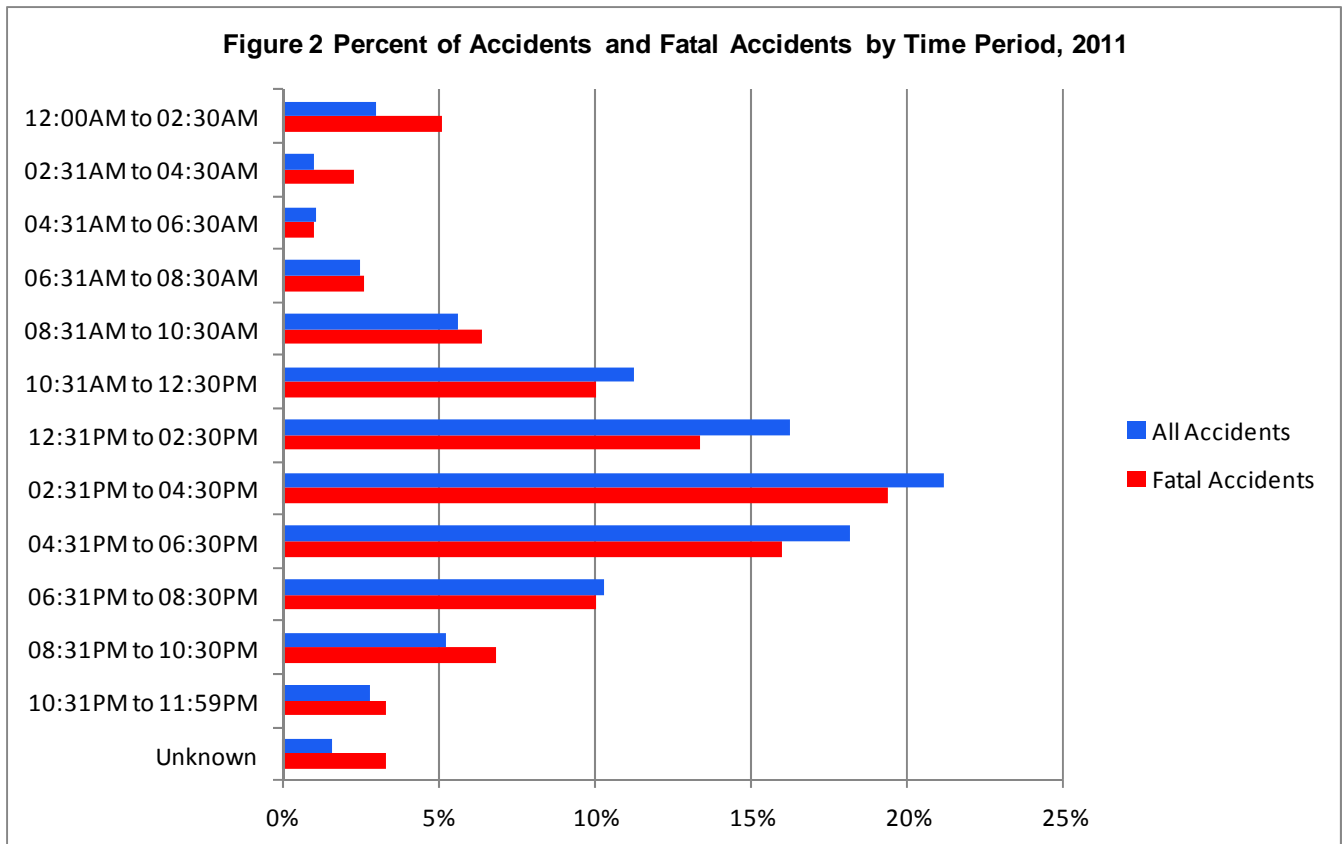
**Figure 1 PERCENT OF ACCIDENTS THAT ARE FATAL BY MONTH 2011**



**Table 4 • PERCENT OF ACCIDENTS THAT ARE FATAL BY MONTH 2011**

Month	Fatal Accidents	Non-Fatal Accidents	Total Accidents	Accidents Resulting in Deaths	Total Deaths
January	20	75	95	21%	25
February	21	81	102	21%	26
March	33	131	164	20%	38
April	64	226	290	22%	73
May	80	434	514	16%	89
June	111	591	702	16%	120
July	125	1090	1215	10%	142
August	87	588	675	13%	91
September	59	375	434	14%	60
October	41	155	196	21%	45
November	26	92	118	22%	27
December	19	64	83	23%	22
Total	686	3902	4588	15%	758


Figure 2 Percent of Accidents and Fatal Accidents by Time Period, 2011





**Table 5 - PRIMARY CONTRIBUTING FACTOR OF ACCIDENTS & CASUALTIES 2011**

		Accidents	Deaths	Injuries
Operation of Vessel <b>2,498 Accidents</b> <b>317 Deaths</b> <b>1,923 Injuries</b>	Alcohol Use	296	125	243
	Drug Use	4	4	4
	Excessive Speed	349	28	321
	Failure to Ventilate	20	2	19
	Improper Lookout	514	31	391
	Inadequate On-board Navigation Lights	11	1	8
	Operator Inattention	583	58	363
	Operator Inexperience	364	43	255
	Restricted Vision	69	7	58
	Rules of the Road Infraction	214	6	186
	Sharp Turn	72	11	74
Starting in Gear	2	1	1	
Loading of Passengers or Gear <b>193 Accidents</b> <b>79 Deaths</b> <b>109 Injuries</b>	Improper Anchoring	41	6	8
	Improper Loading/Weight Distribution	63	35	38
	Overloading	53	29	33
	People on Gunwale, Bow or Transom	36	9	30
Failure of Boat or Boat Equipment <b>424 Accidents</b> <b>28 Deaths</b> <b>151 Injuries</b>	Equipment Failure	48	3	18
	Hull Failure	57	7	13
	Machinery Failure	319	18	120
Environment <b>771 Accidents</b> <b>155 Deaths</b> <b>461 Injuries</b>	Congested Waters	36	1	24
	Dam/Lock	8	6	4
	Force of Wave/Wake	201	6	183
	Hazardous Waters	258	88	122
	Missing or Inadequate Navigation Aids	33	0	14
	Weather	235	54	114
Miscellaneous <b>702 Accidents</b> <b>179 Deaths</b> <b>437 Injuries</b>	Ignition of Spilled Fuel or Vapor	61	3	49
	Carbon Monoxide	3	1	5
	Sudden Medical Condition	39	29	11
	Other	442	60	334
	Unknown	157	86	38
<b>All Categories Combined</b>		<b>4588</b>	<b>758</b>	<b>3081</b>

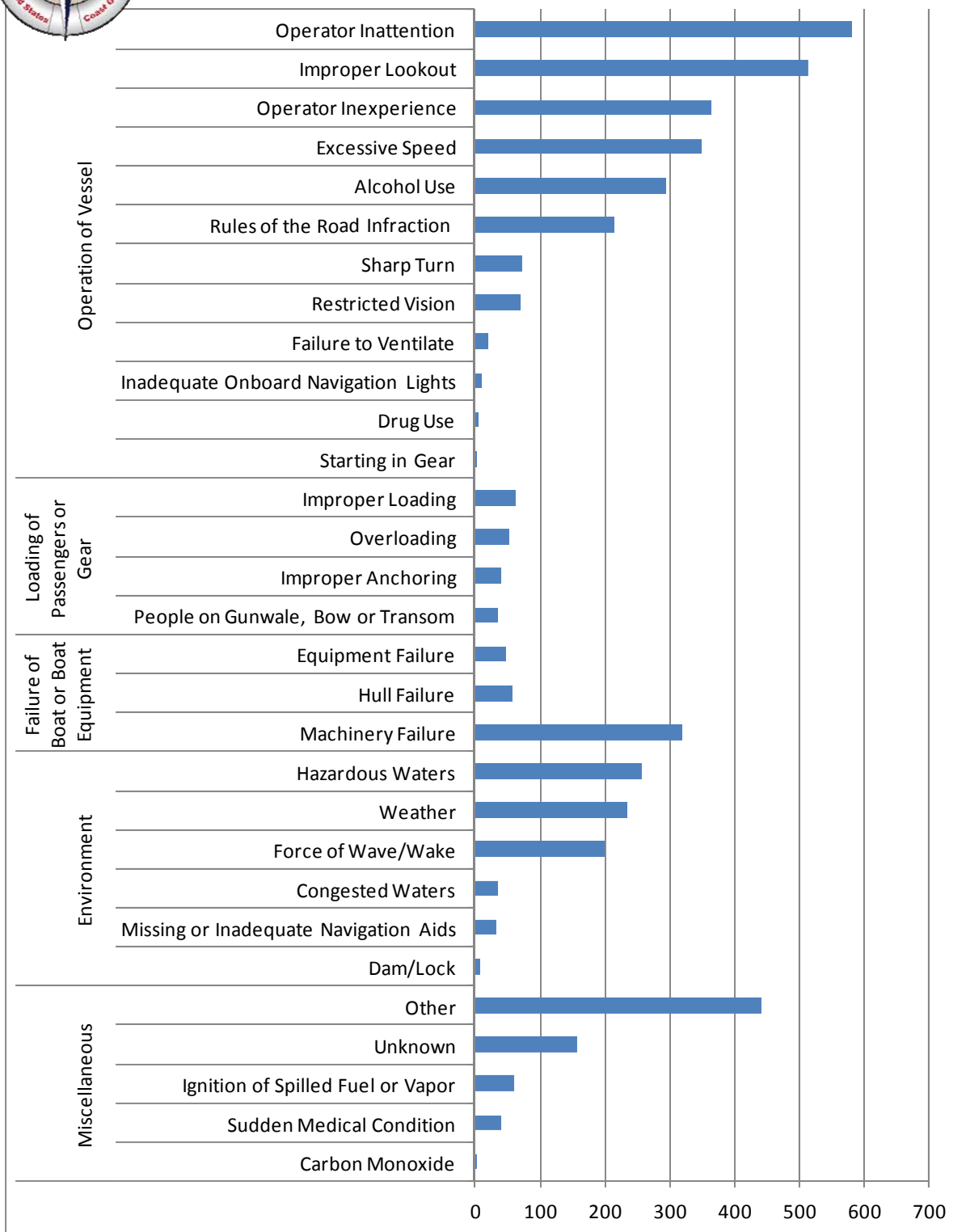


**Table 6 • MACHINERY & EQUIPMENT PRIMARY CONTRIBUTING FACTOR OF ACCIDENTS & CASUALTIES 2011**

		Accidents	Deaths	Injuries
Machinery Failure	Electrical System Failure	53	1	13
	Engine Failure	165	7	59
	Exhaust System Failure	4	0	0
	Fuel System Failure	18	2	8
	Shift Failure	25	0	4
	Steering System Failure	31	6	31
	Throttle Failure	17	2	3
	Ventilation System Failure	0	0	0
	Not Specified	6	0	2
Equipment Failure	Auxiliary Equipment Failure	19	0	2
	Fire Extinguisher Failure	0	0	0
	Sail Dismasting	0	0	0
	Seat Broke Loose	2	2	0
	Other	23	0	13
	Not specified	4	1	3

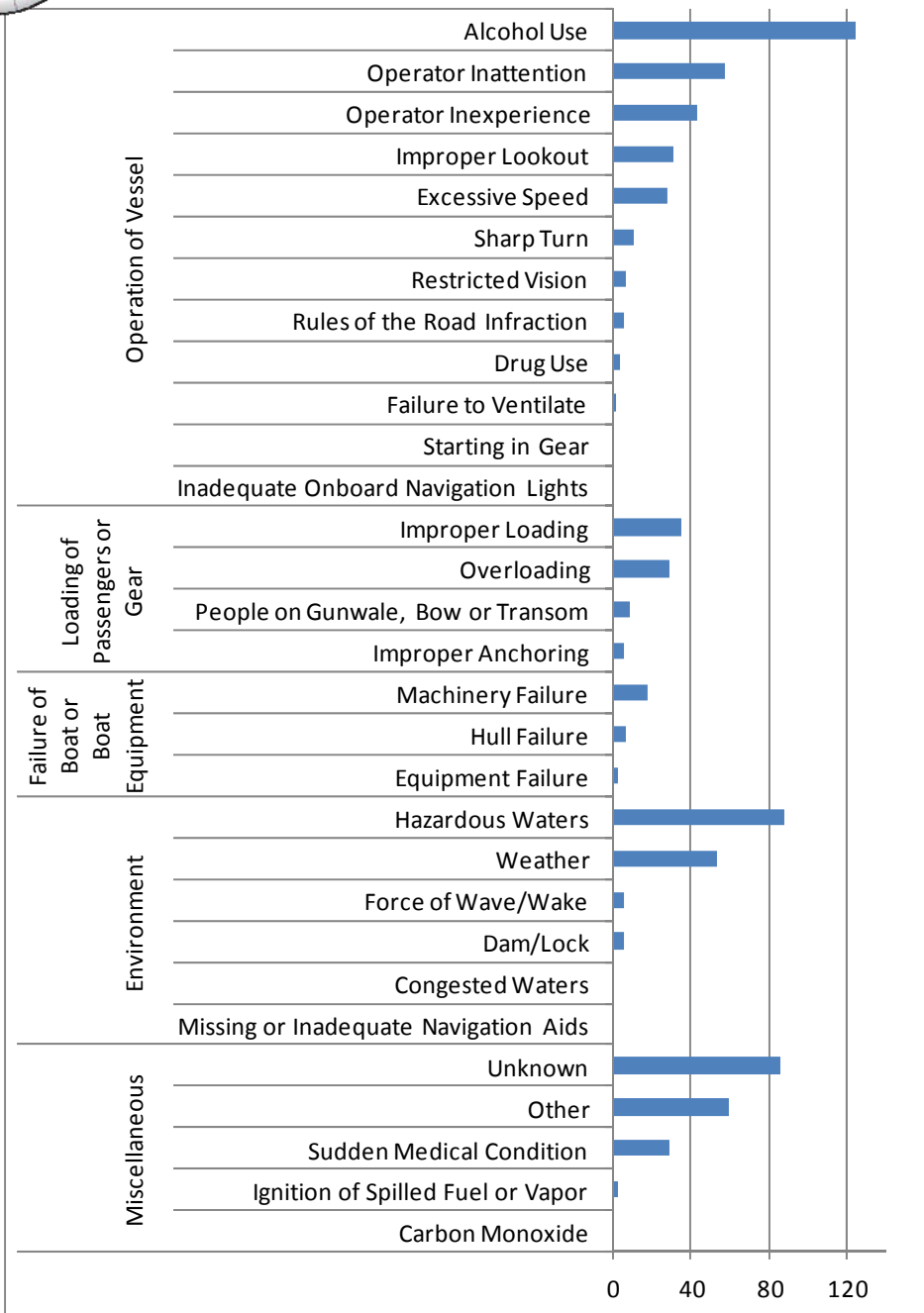


**Figure 3 PRIMARY CONTRIBUTING FACTOR OF ACCIDENTS 2011**





**Figure 4 PRIMARY CONTRIBUTING FACTOR OF DEATHS 2011**





**Figure 5 PRIMARY CONTRIBUTING FACTOR OF INJURIES 2011**

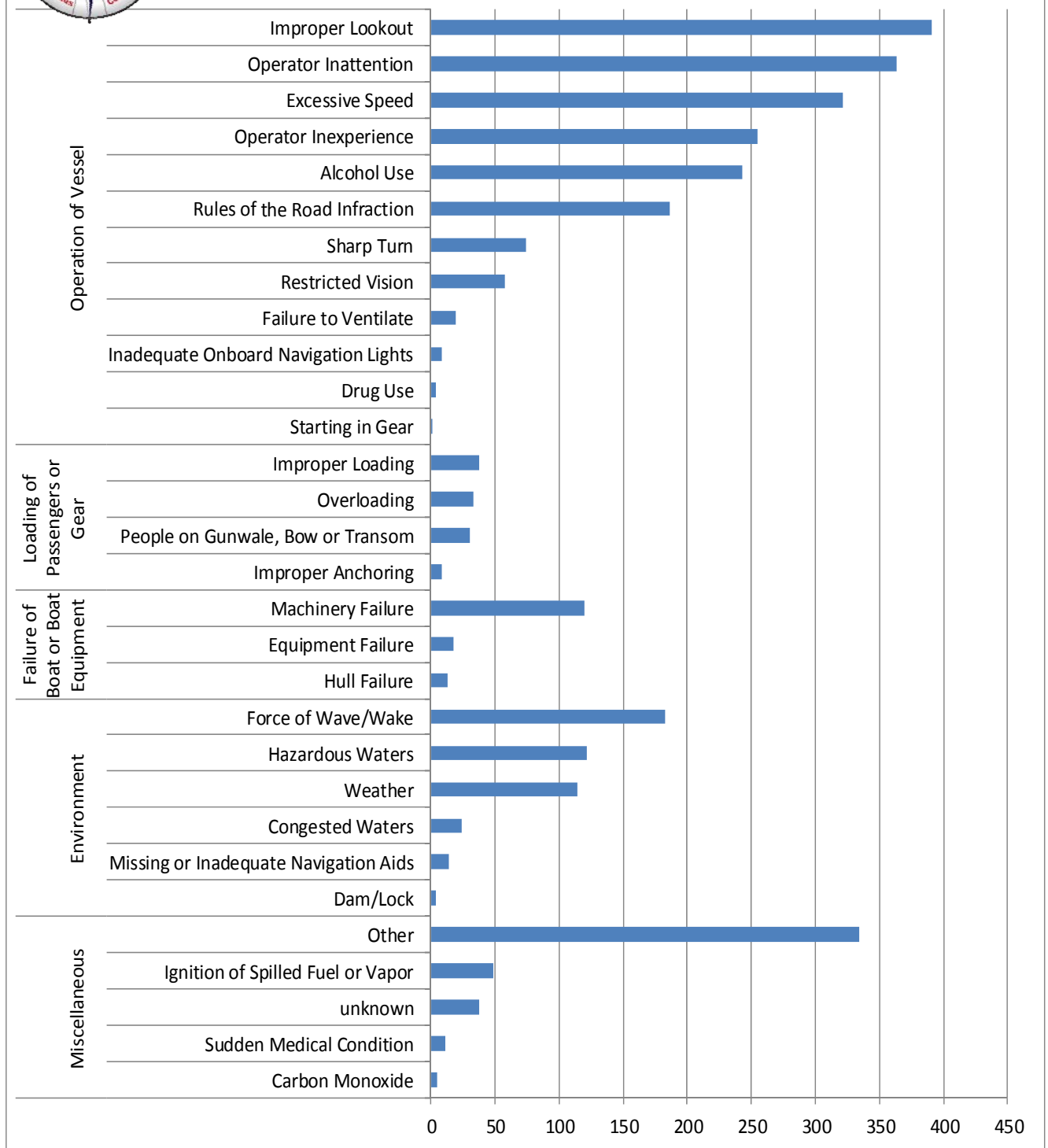


Table 7 - NUMBER OF VESSELS IN ACCIDENTS BY VESSEL TYPE & PRIMARY CONTRIBUTING FACTOR 2011



All Vessels	5939	373	3	56	8	4	51	498	21	215	276	57	77	51	63	832	23	405	35	799	508	55	36	99	366	76	2	39	282	453	176
Airboat	38	2	0	0	0	0	0	9	0	3	0	1	0	0	0	5	0	3	0	2	4	2	0	0	0	3	2	0	0	2	0
Auxiliary Sailboat	270	9	0	3	0	0	1	7	1	3	11	1	3	12	0	42	0	34	3	48	17	1	0	3	19	1	0	0	32	8	11
Cabin Motorboat	858	68	0	18	0	0	9	60	9	11	26	14	28	9	3	113	0	106	8	151	64	2	3	14	31	0	0	1	42	38	30
Canoe	108	9	0	0	2	0	0	0	0	2	16	0	0	1	17	1	0	0	0	8	18	2	0	1	2	1	0	2	6	5	15
Houseboat	75	7	2	0	0	0	1	5	0	0	0	0	1	1	0	4	0	11	0	10	11	0	0	2	2	0	0	0	8	7	3
Inflatable	51	5	0	0	0	0	0	0	0	0	21	0	0	0	1	5	1	0	0	6	10	0	0	1	0	0	0	1	0	0	0
Kayak	128	8	0	1	4	0	0	1	0	3	39	2	0	0	2	3	2	0	0	5	16	2	0	2	4	0	0	3	20	1	10
Open Motorboat	2770	187	1	25	0	4	35	212	10	144	119	34	31	21	27	373	17	206	22	362	130	35	23	61	107	42	2	22	129	326	63
Personal Watercraft	1158	41	0	5	1	0	2	184	0	30	18	1	9	0	1	217	0	25	1	149	212	3	0	8	175	28	0	3	12	27	6
Pontoon Boat	205	27	0	4	1	0	1	14	0	6	3	1	3	1	1	34	1	14	0	23	11	1	8	1	13	0	0	1	6	25	5
Rowboat	76	6	0	0	0	0	1	0	0	1	13	1	0	1	10	6	1	0	0	8	5	4	2	0	1	1	0	5	1	4	5
Sailboat (only)	60	1	0	0	0	0	1	0	0	0	3	0	0	4	1	6	0	0	1	10	7	1	0	1	3	0	0	1	16	2	2
Sailboat (unknown)	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Other	48	2	0	0	0	0	0	3	0	3	1	2	1	1	0	8	1	1	0	9	1	2	0	4	0	0	0	0	7	1	1
Unknown	91	1	0	0	0	0	0	3	1	9	5	0	1	0	0	15	0	5	0	8	2	0	0	1	6	1	0	0	3	7	23





**Table 8 - ALCOHOL USE AS A CONTRIBUTING FACTOR IN ACCIDENTS & CASUALTIES BY STATE 2007-2011**

	Accidents					Deaths					Injuries				
	2007	2008	2009	2010	2011	2007	2008	2009	2010	2011	2007	2008	2009	2010	2011
<b>USA</b>	421	387	397	395	361	157	153	165	154	149	373	346	422	344	306
AL	19	9	10	12	8	3	5	4	5	6	14	13	9	8	11
AK	8	7	4	1	8	7	6	3	1	8	4	3	2	0	0
AZ	13	11	9	9	7	3	1	1	3	0	21	8	10	10	8
AR	16	7	9	2	7	6	3	4	0	4	28	2	5	2	3
CA	34	36	22	15	13	11	15	11	4	3	38	38	28	17	13
CO	4	2	9	1	3	1	1	3	0	0	2	1	11	0	3
CT	5	6	9	4	1	3	4	5	2	0	4	9	11	1	7
DE	1	2	0	2	0	0	1	0	2	0	0	1	0	0	0
DC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FL	38	34	33	39	25	20	14	17	15	7	19	34	43	27	24
GA	8	15	12	11	16	3	4	3	5	0	5	13	11	6	18
HI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ID	3	9	9	14	7	0	5	4	6	4	0	3	13	11	4
IL	14	6	11	18	18	2	2	3	6	9	11	5	15	18	13
IN	3	1	2	2	7	4	0	0	0	4	2	3	2	0	3
IA	12	4	5	10	2	5	0	2	2	1	4	1	2	6	0
KS	3	0	0	1	3	1	0	0	0	0	3	0	0	0	0
KY	10	2	10	10	4	6	1	3	5	2	9	2	8	10	6
LA	18	18	23	9	6	6	13	17	5	2	17	23	36	13	12
ME	7	3	5	4	6	5	3	2	1	4	3	0	4	7	2
MD	8	11	13	11	12	2	1	6	1	3	5	22	14	10	14
MA	6	2	5	11	5	3	1	4	6	4	1	1	3	3	3
MI	5	7	12	16	11	4	3	9	8	4	2	2	10	11	9
MN	17	13	12	6	8	2	5	4	3	6	15	7	13	2	7
MS	4	3	2	4	4	1	0	2	4	2	6	2	2	1	1
MO	13	18	11	14	9	4	1	3	2	2	11	22	12	11	13
MT	3	9	3	0	1	0	4	1	0	1	4	5	6	0	2
NE	4	3	6	4	4	3	1	2	2	2	2	2	4	4	5
NV	2	11	6	3	4	0	4	1	1	2	2	2	7	2	2
NH	3	1	3	0	2	1	1	1	0	1	0	2	4	0	1
NJ	1	6	4	2	9	0	0	1	2	3	2	3	4	0	2
NM	2	1	2	5	1	1	0	1	6	0	4	1	1	0	0
NY	14	11	11	22	17	8	6	7	4	7	8	8	13	21	19
NC	19	19	13	15	11	4	5	5	6	2	24	19	11	18	8
ND	0	1	2	1	1	0	0	0	1	0	0	2	0	0	0
OH	17	9	9	17	18	5	3	2	8	5	13	7	9	9	21
OK	7	1	3	11	12	3	1	3	5	6	14	0	3	5	6
OR	2	4	5	6	4	1	2	1	1	2	2	3	4	8	1
PA	4	10	6	2	8	2	1	2	1	4	4	11	10	2	2
RI	4	1	2	2	1	0	0	0	2	0	5	0	2	3	0
SC	5	9	5	7	7	0	4	0	4	5	10	9	5	5	3
SD	1	2	5	1	2	0	0	0	0	0	1	3	6	2	1
TN	12	17	15	16	5	3	7	4	8	2	8	16	11	17	6
TX	17	16	17	31	15	7	11	9	8	5	11	11	14	46	8
UT	1	0	1	4	6	0	0	0	1	2	0	0	0	8	5
VT	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
VA	6	4	7	2	5	1	1	2	1	2	4	4	5	5	10
WA	13	9	11	3	14	10	6	6	1	7	7	10	13	6	11
WV	3	1	3	5	4	1	0	1	3	4	3	2	3	1	2
WI	10	16	18	6	19	4	7	5	3	11	18	11	15	4	17
WY	2	0	2	3	1	1	0	1	0	1	3	0	7	3	0
GU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PR	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
VI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CNMI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



**Table 9 • VESSEL OPERATION AT THE TIME OF ACCIDENT 2011**

	Vessels Involved	Deaths	Injuries
<b>Totals</b>	5939	758	3081
At Anchor	245	36	90
Being Towed	26	1	5
Changing Direction	638	54	447
Changing Speed	494	25	287
Cruising	2588	214	1606
Docking/Undocking	244	10	54
Drifting	588	163	266
Idling	43	3	15
Launching/Loading	53	10	20
Rowing/Paddling	241	131	141
Sailing	89	12	33
Tied to Dock/Moored	482	12	41
Towing	22	1	7
Trolling	14	5	5
Other	23	2	11
Unknown	149	79	53


**Table 10 • VESSEL ACTIVITY AT THE TIME OF ACCIDENT 2011**

	Vessels Involved	Deaths	Injuries
<b>Totals</b>	5939	758	3081
Boating/Relaxation	3735	378	2021
Commercial	68	0	6
Fishing	675	242	255
Fueling	19	2	15
Hunting	31	11	20
Racing	37	4	20
Repairs	55	12	25
Starting Engine	64	4	42
Swimming/Snorkeling	84	41	36
Towed Watersports	595	23	572
Towing	41	2	15
Whitewater	59	29	26
Other	27	3	19
None; not in operation	419	2	7
Unknown	30	5	2



**Table 11 • WEATHER AND WATER CONDITIONS 2011**

		<b>Accidents</b>	<b>Deaths</b>	<b>Injuries</b>
		4588	758	3081
<b>TYPE OF BODY OF WATER</b>	Lakes, Ponds, Reservoirs, Dams, Gravel Pits	2209	353	1532
	Rivers, Streams, Creeks, Swamps, Bayous	1048	247	714
	Bays, Inlets, Marinas, Sounds, Harbors, Channels, Canals, Sloughs, Coves	830	93	516
	Ocean/Gulf	370	44	225
	Great Lakes (not tributaries)	130	21	93
	Unknown	1	0	1
<b>WATER CONDITIONS</b>	Calm (waves less than 6")	2480	377	1714
	Choppy (waves 6" to 2')	1297	175	928
	Rough (waves 2' to 6')	455	89	254
	Very Rough (waves larger than 6')	94	23	47
	Unknown	262	94	138
<b>WIND</b>	None	424	92	297
	Light (0 - 6 mph)	2509	352	1859
	Moderate (7 - 14 mph)	1046	144	648
	Strong (15 - 25 mph)	337	73	141
	Storm (over 25 mph)	85	25	32
	Unknown	187	72	104
<b>VISIBILITY</b>	Poor - Day	71	9	43
	Poor - Night	122	34	94
	Poor - Unknown if day or night	0	0	0
	Fair - Day	193	48	95
	Fair - Night	103	15	82
	Fair- Unknown if day or night	0	0	0
	Good - Day	3392	470	2337
	Good - Night	358	90	234
	Good- Unknown if day or night	13	6	3
	Unknown - Day	266	57	148
	Unknown - Night	44	19	28
	Unknown - Unknown if day or night	26	10	17
<b>WATER TEMPERATURE</b>	39 degrees F and below	52	27	33
	40 - 49 degrees F	136	62	75
	50 - 59 degrees F	372	114	245
	60 - 69 degrees F	770	134	466
	70 - 79 degrees F	1377	150	933
	80 - 89 degrees F	1104	134	817
	90 degrees F and above	71	9	63
	Unknown	706	128	449



**Table 12 • TIME RELATED DATA 2011**

	Accidents	Deaths	Injuries		
	4588	758	3081		
<b>Time of Day</b>	12:00 am to 2:30 am	137	40	86	
	2:31 am to 4:30 am	47	20	27	
	4:31 am to 6:30 am	49	7	39	
	6:31 am to 8:30 am	116	22	73	
	8:31 am to 10:30 am	258	47	138	
	10:31 am 12:30 pm	517	72	313	
	12:31 pm to 2:30 pm	745	96	493	
	2:31 pm to 4:30 pm	972	143	704	
	4:31 pm to 6:30 pm	833	121	552	
	6:31 pm to 8:30 pm	472	80	341	
	8:31 pm to 10:30 pm	241	57	183	
	10:31 pm to 11:59 pm	129	27	99	
	Unknown	72	26	33	
	<b>Month of Year</b>	January	95	25	66
		February	102	26	53
March		164	38	111	
April		290	73	180	
May		514	89	348	
June		702	120	451	
July		1215	142	914	
August		675	91	482	
September		434	60	280	
October		196	45	102	
November		118	27	54	
December		83	22	40	
<b>Day of Week</b>	Sunday	1177	148	819	
	Monday	475	80	323	
	Tuesday	314	70	217	
	Wednesday	333	62	190	
	Thursday	369	87	222	
	Friday	525	107	351	
	Saturday	1395	204	959	



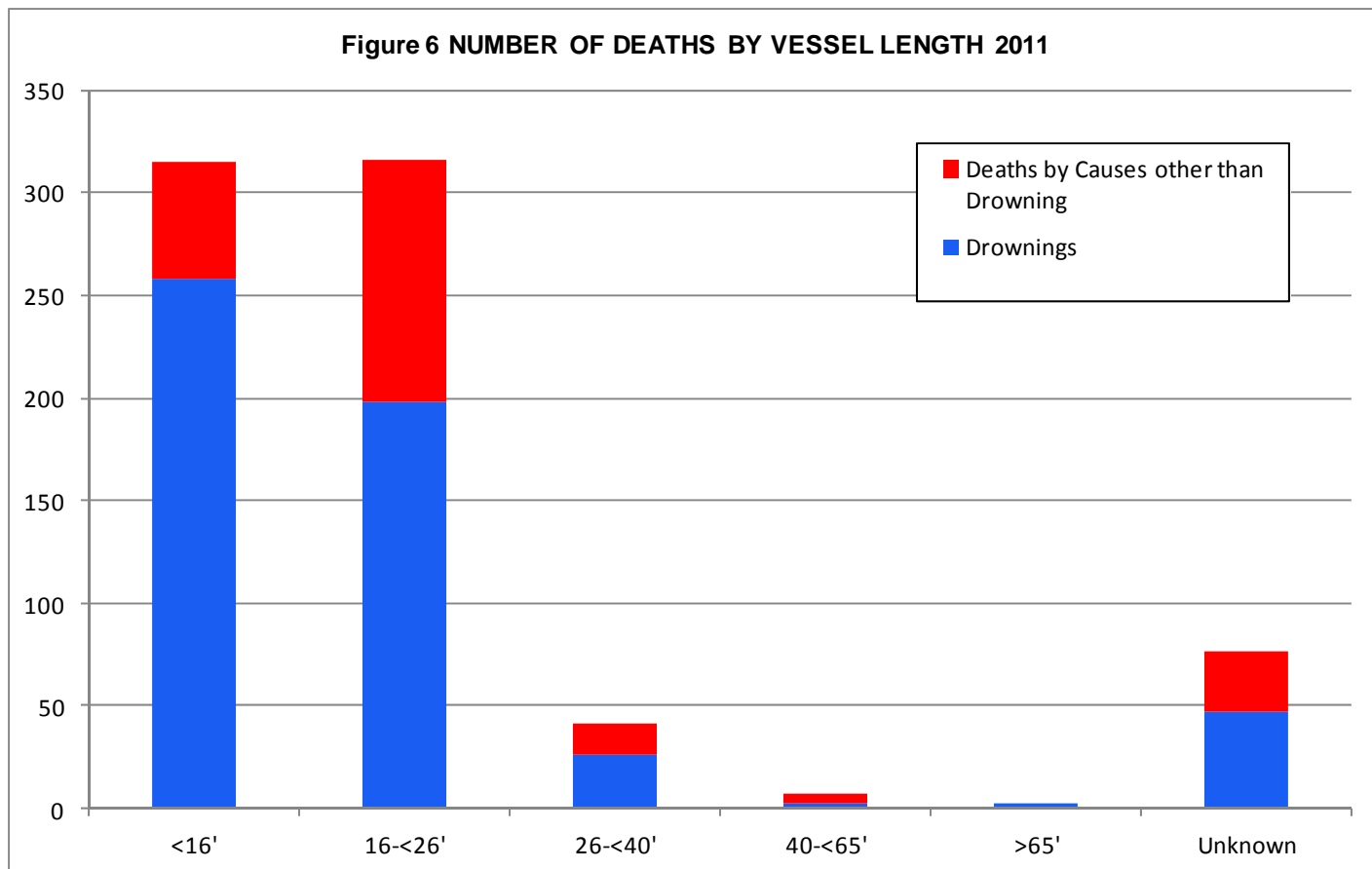
**Table 13 - VESSEL INFORMATION 2011**

		<b>Vessels Involved</b>	<b>Deaths</b>	<b>Injuries</b>
		5939	758	3081
<b>Hull Material</b>	Aluminum	840	227	415
	Fiberglass	4576	371	2482
	Plastic	103	61	44
	Rubber/Vinyl/Canvas	70	34	41
	Steel	50	2	7
	Wood	56	6	10
	Other	19	7	11
	Unknown	225	50	71
	<b>Horsepower</b>	No Engine	426	220
10 hp or less		136	42	64
11 - 25 hp		156	48	77
26 - 75 hp		524	89	244
76 - 150 hp		1256	96	687
151 - 250 hp		882	59	538
Over 250 hp		1141	44	546
Unknown		1418	160	715
<b>Year Built</b>		2011	246	21
	2010	166	19	80
	2008 - 2009	409	30	231
	2006 - 2007	548	33	324
	2003 - 2005	644	40	362
	1998 - 2002	984	94	522
	Prior to 1998	2313	313	1165
	Unknown	629	208	266
	<b>Length</b>	Less than 16 feet	1743	315
16 feet to <26 feet		2666	316	1553
26 feet to <40 feet		759	41	248
40 feet to 65 feet		350	7	74
More than 65 feet		80	2	10
Unknown		341	77	130



**Table 14 - RENTAL STATUS OF VESSELS INVOLVED IN ACCIDENTS**

	Vessels				Deaths				Injuries			
	# of Vessels	Rented	Not Rented	Unknown if rented	# of Deaths	Rented	Not rented	Unknown if rented	# of Injuries	Rented	Not rented	Unknown if rented
<b>All Vessels</b>	5939	563	3975	1401	758	38	509	211	3081	336	2052	693
Airboat	38	0	38	0	2	0	2	0	30	0	30	0
Auxiliary Sailboat	270	8	182	80	17	0	13	4	50	3	34	13
Cabin Motorboat	858	10	688	160	47	0	30	17	277	3	225	49
Canoe	108	15	65	28	66	7	43	16	60	14	31	15
Houseboat	75	26	29	20	2	0	1	1	16	11	4	1
Inflatable	51	19	14	18	25	4	8	13	33	15	5	13
Kayak	128	8	85	35	68	3	44	21	56	5	41	10
Open Motorboat	2770	147	1995	628	374	12	270	92	1610	91	1165	354
Personal Watercraft	1158	276	627	255	44	2	30	12	764	161	423	180
Pontoon Boat	205	40	119	46	32	4	20	8	87	30	45	12
Rowboat	76	6	55	15	52	3	38	11	35	0	29	6
Sailboat (only)	60	7	36	17	10	2	6	2	25	3	13	9
Sailboat (unknown)	3	0	0	3	1	0	0	1	2	0	0	2
Other	48	1	31	16	5	1	3	1	11	0	6	5
Unknown	91	0	11	80	13	0	1	12	25	0	1	24



**Table 15 • NUMBER & PERCENT OF DEATHS BY VESSEL LENGTH**

Length	Drownings	Deaths by Causes other than Drowning	Total Deaths	Percent of Deaths from Drowning
<16'	258	57	315	82%
16-26'	198	118	316	63%
26-40'	26	15	41	63%
40-65'	2	5	7	29%
>65'	2	0	2	100%
Unknown	47	30	77	61%
<b>Total</b>	<b>533</b>	<b>225</b>	<b>758</b>	<b>70%</b>

# Accident Types





### Explanation of Accident Types Section

The following section contains six tables that examine data related to the events, called accident types, in accidents. The tables focus on these events and break down information by state, vessel type, vessel length, engine type, and propulsion.

In the Coast Guard's national database, there are four fields that can be used to define the series of events in an accident. By events, we mean the series of occurrences that passed during an accident. If a wave broke over a vessel causing it to take on water, capsize, and eject its occupant, the Coast Guard would categorize this accident by three events. First, there was a flooding/swamping. Then, there was a capsizing. Third, there was an ejection.

With the exception of one table, the tables and figures in this report focus only on the first event in the sequence. The rationale for providing only the first accident type is to keep the tables simplistic; if we added the second, third, and fourth events in the boating sequence, our accident, casualty, and damage totals would not match up because they would be double-counting the accidents, casualties, and damages for cases that had more than one event.

#### **Accident, Vessel & Casualty Numbers by Primary Accident Type (Table 16, Page 35)**

This table focuses on the first event in a boating accident and provides information on the number of accidents, vessels, and casualties attributed to that first event. The deaths section is also separated by the categories drownings and non-drownings.

#### **Five-year Summary of Frequency of Events in Accidents & Casualties Nationwide (Table 17, Pages 36-39)**

As mentioned in the introductory paragraph, there are four fields that can be used to define the series of events in an accident. This table focuses on the first three events in an accident and the number of casualties associated with each event. The Coast Guard leaves out the fourth because it is not a standardized field.

Using the example in the opening paragraphs, the flooding/swamping would fall under the intersection of the column "First Event in an Accident" and the row "Flooding/swamping". The capsizing would be marked under the column "Second Event in an Accident" and the row "Capsizing". Finally, the ejection would be marked under the column "Third Event in an Accident" and the row "Ejected from Vessel".

This table focuses on the frequency that these events occurred nationally and the total number of deaths that were associated with each accident type. If we turn back to our example and focus on deaths as a result of flooding/swamping, we see that there were 501 accidents where flooding/swamping was the first event in the boating accident. There were 89 deaths associated with this first event type. However, there were other accidents that involved a flooding/swamping as a second or third occurrence. There were 185 accidents and 15 deaths associated with flooding/swamping as a second event and 29 accidents and 7 deaths associated with flooding/swamping as a third event. All combined, you get the sixth column of the table that looks at how many deaths were associated with an event that occurred either as the first, second, or third occurrence in an accident. Please note that in this table deaths are not separated by first, second and third event. In the example, there were 715 accidents and 111 deaths associated with flooding/swamping as a first, second or third event.

This table can be difficult to understand, especially when the reader is under the expectation that the tallies of the casualty columns will equal the numbers published at the front of this report that reference the number of reportable accidents and deaths.

#### **Number of Vessels in Accidents by Vessel Length & Primary Accident Type (Table 18, Page 40)**

This table displays the types of accidents by the length of vessel. The table lists vessel length by foot for vessels of lengths 4 ft-39 ft. After 39 ft, information is categorized in ranges. This table also provides information about the number of casualties and vessels associated by length of vessel.

**Number of Vessels in Accidents by Vessel Type & Primary Accident Type (Table 19, Page 41)**

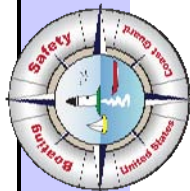
This table examines the first event of a boating accident for all vessels involved in an accident. It also provides information about the casualties associated with each vessel type.

**Number of Vessels in Accidents by Primary Accident Type & Propulsion Type (Table 20, Page 42)**

This table provides information about the number of vessels involved in accidents by primary accident type, propulsion, and engine type.

**Number of Vessels in Accidents by Primary Accident Type & Engine Type (Table 21, Page 42)**

This table provides information about the number of casualties and vessels associated by propulsion, engine and primary accident type.



**Table 16 - ACCIDENT, VESSEL & CASUALTY NUMBERS BY PRIMARY ACCIDENT TYPE 2011**

	Accidents	Vessels Involved	Drowning Deaths	Other Deaths	Total Deaths	Total Injuries	Damages
<b>All Accident Types</b>	<b>4588</b>	<b>5939</b>	<b>533</b>	<b>225</b>	<b>758</b>	<b>3081</b>	<b>\$52,198,658</b>
Capsizing	316	336	147	16	163	228	\$870,616
Carbon Monoxide Poisoning	7	7	0	3	3	14	\$0
Collision with Fixed Object	460	528	22	36	58	382	\$4,391,494
Collision with Floating Object	42	47	4	0	4	14	\$577,830
Collision with Commercial Vessel	25	50	1	0	1	23	\$558,165
Collision with Governmental Vessel	4	8	0	1	1	2	\$11,600
Collision with Recreational Vessel	1002	2080	8	32	40	669	\$6,117,813
Collision with Submerged Object	196	203	17	2	19	70	\$2,126,176
Departed Vessel	115	117	62	13	75	44	\$8,150
Ejected from Vessel	222	236	35	12	47	208	\$332,850
Electrocution	2	2	0	0	0	2	\$0
Fall in Vessel	196	209	1	4	5	205	\$36,700
Falls Overboard	359	379	148	57	205	157	\$117,424
Fire/Explosion (fuel)	135	154	0	5	5	99	\$3,344,516
Fire/Explosion (non-fuel)	72	87	1	0	1	8	\$24,139,289
Fire/Explosion (unknown origin)	11	14	0	1	1	2	\$1,059,368
Flooding/Swamping	501	519	73	16	89	157	\$4,027,589
Grounding	338	344	6	11	17	200	\$4,404,128
Person Struck by Propeller	57	58	0	5	5	55	\$9,800
Person Struck by Vessel	36	47	0	3	3	36	\$1,100
Sinking	0	0	0	0	0	0	\$0
Skier Mishap	436	451	7	7	14	456	\$8,700
Sudden Medical Condition	2	2	0	1	1	1	\$0
Other	53	60	1	0	1	48	\$55,350
Unknown	1	1	0	0	0	1	\$0


Table 17 • FREQUENCY OF EVENTS IN ACCIDENTS & CASUALTIES NATIONWIDE							
 <b>2011</b>	First Event in an Accident	Second Event in an Accident	Third Event in an Accident	Total Times Event Occurred in all Accidents	Deaths Associated with Event in all Accidents	Injuries Associated with Event in all Accidents	Damages Associated with Event in all Accidents
	Capsizing	316	271	41	628	249	381
Carbon Monoxide Poisoning	7	0	0	7	3	14	\$0
Collision with Fixed Object	460	47	6	513	59	406	\$4,928,304
Collision with Floating Object	42	0	1	43	4	15	\$579,330
Collision with Commercial Vessel	25	1	0	26	1	23	\$575,665
Collision with Governmental Vessel	4	1	0	5	1	3	\$13,000
Collision with Recreational Vessel	1002	48	4	1054	41	691	\$6,575,400
Collision with Submerged Object	196	2	0	198	19	71	\$2,134,076
Departure from Vessel	115	38	4	157	97	69	\$71,515
Ejected from Vessel	222	597	308	1127	354	1072	\$4,593,528
Electrocution	2	0	0	2	0	2	\$0
Fall in Vessel	196	274	51	521	40	735	\$3,164,234
Falls Overboard	359	30	1	390	213	182	\$147,764
Fire/Explosion (fuel)	135	2	0	137	5	99	\$3,349,516
Fire/Explosion (non-fuel)	72	1	0	73	1	8	\$24,142,289
Fire/Explosion (unknown origin)	11	0	0	11	1	2	\$1,059,368
Flooding/Swamping	501	185	29	715	111	246	\$11,118,756
Grounding	338	36	16	390	24	224	\$5,301,218
Person Struck by Propeller	57	124	16	197	35	192	\$91,412
Person Struck by Vessel	36	226	21	283	35	342	\$545,642
Sinking	0	122	46	168	34	51	\$4,079,266
Skier Mishap	436	4	0	440	14	461	\$8,700
Sudden Medical Condition	2	0	0	2	1	1	0
Other	53	4	0	57	1	52	\$64,350
Unknown	1	0	0	1	0	1	\$0
<b>2010</b>							
Capsizing	335	225	27	587	238	346	\$3,125,976
Carbon Monoxide Poisoning	12	2	0	14	6	24	\$15,750
Collision with Fixed Object	456	42	3	501	40	346	\$4,275,598
Collision with Floating Object	52	0	0	52	8	27	\$438,259
Collision with Commercial Vessel	29	2	0	31	8	22	\$653,226
Collision with Governmental Vessel	8	1	0	9	0	4	\$46,567
Collision with Recreational Vessel	1088	43	1	1132	68	769	\$7,550,040
Collision with Submerged Object	169	1	0	170	8	43	\$2,179,935

Table 17 Continued • FREQUENCY OF EVENTS IN ACCIDENTS & CASUALTIES NATIONWIDE							
 <b>2010</b> continued	First Event in an Accident	Second Event in an Accident	Third Event in an Accident	Total Times Event Occurred in all Accidents	Deaths Associated with Event in all Accidents	Injuries Associated with Event in all Accidents	Damages Associated with Event in all Accidents
	Departure from Vessel	100	39	3	142	85	65
Ejected from Vessel	240	594	270	1104	310	1018	\$6,046,912
Electrocution	4	0	1	5	2	8	\$0
Fall in Vessel	207	341	45	593	29	866	\$3,203,432
Falls Overboard	291	13	1	305	165	154	\$139,335
Fire/Explosion (fuel)	159	2	0	161	2	92	\$4,587,022
Fire/Explosion (non-fuel)	81	2	1	84	0	12	\$6,428,251
Fire/Explosion (unknown origin)	6	0	0	6	0	0	\$749,079
Flooding	448	155	31	634	94	236	\$9,961,999
Grounding	309	47	15	371	20	236	\$4,184,050
Person Struck by Propeller	49	114	16	179	27	178	\$109,985
Person Struck by Vessel	31	221	19	271	32	325	\$700,418
Sinking	2	108	40	150	28	45	\$4,563,582
Skier Mishap	447	4	0	451	16	476	\$42,045
Other	80	7	1	88	8	79	\$90,125
Unknown	1	0	0	1	0	0	\$0
<b>2009</b>							
Capsizing	369	246	27	642	280	373	\$2,694,728.00
Carbon Monoxide Poisoning	17	0	0	17	1	39	\$0
Collision with Fixed Object	446	45	7	498	41	358	\$5,331,520.99
Collision with Floating Object	73	2	0	75	3	38	\$579,379.00
Collision with Commercial Vessel	29	1	1	31	13	29	\$315,343.00
Collision with Governmental Vessel	2	0	0	2	0	0	\$7,250.00
Collision with Recreational Vessel	1100	50	7	1157	54	858	\$7,490,097.82
Collision with Submerged Object	165	5	0	170	13	58	\$1,573,118.72
Departed Vessel	100	60	22	182	85	100	\$843,575.00
Ejected from Vessel	176	636	225	1037	335	976	\$3,717,657.00
Electrocution	0	0	1	1	0	1	\$40,450.00
Fall in Boat	207	233	26	466	30	643	\$1,692,143.08
Falls Overboard	349	32	3	384	201	204	\$144,100.00
Fire/Explosion (fuel)	174	4	0	178	3	113	\$5,692,477.00
Fire/Explosion (non-fuel)	74	12	1	87	4	19	\$6,917,936.00
Fire/Explosion (unknown origin)	12	0	0	12	0	4	\$1,646,100.00



Table 17 Continued • FREQUENCY OF EVENTS IN ACCIDENTS & CASUALTIES NATIONWIDE							
	First Event in an Accident	Second Event in an Accident	Third Event in an Accident	Total Times Event Occurred in all Accidents	Deaths Associated with Event in all Accidents	Injuries Associated with Event in all Accidents	Damages Associated with Event in all Accidents
Flooding/Swamping	436	151	30	617	122	207	\$7,493,097.26
Grounding	308	52	17	377	19	244	\$4,533,175.12
Sinking	8	129	85	222	49	45	\$7,221,576.00
Skier mishap	464	1	0	465	13	491	\$5,960.00
Person Struck by Vessel	49	205	27	281	26	355	\$619,535.10
Person Struck by Propeller	67	97	20	184	25	182	\$58,950.00
Other	101	18	0	119	1	120	\$120,360.00
Unknown	4	0	0	4	4	4	\$1,648,100.00
<b>2008</b>							
Capsizing	348	239	33	620	268	425	\$3,215,281.00
Carbon Monoxide Poisoning	18	0	0	18	11	40	\$0
Collision with Fixed Object	446	47	9	502	56	368	\$5,394,454.00
Collision with Floating Object	59	1	0	60	5	30	\$801,231.00
Collision with Vessel	1237	63	7	1307	63	882	\$9,000,016.00
Departure from vessel	87	54	8	169	74	99	\$914,581.00
Ejected from vessel	123	586	208	917	275	932	\$4,029,205.00
Electrocution	0	0	0	0	0	0	\$0
Falls in Vessel	140	175	16	331	10	427	\$1,280,590.00
Falls on Vessel	62	14	1	77	1	84	\$45,700.00
Falls Overboard	431	69	8	508	215	318	\$583,565.00
Fire/Explosion (fuel)	136	3	0	139	1	91	\$4,548,917.00
Fire/Explosion (non-fuel)	78	5	2	85	2	14	\$3,800,710.00
Fire/Explosion (unknown origin)	25	0	0	25	2	10	\$15,980,500.00
Flooding/Swamping	475	149	20	644	109	264	\$10,378,269.00
Grounding	322	63	19	404	29	279	\$5,323,070.00
Sinking	16	189	80	285	51	89	\$6,725,029.00
Skier mishap	383	0	1	384	10	397	\$121,226.00
Struck by Vessel	37	188	32	257	26	315	\$800,750.00
Struck by Motor/Propeller	83	80	18	181	21	176	\$89,100.00
Struck Submerged Object	154	2	1	157	5	71	\$4,094,382.00
Other	123	28	3	154	10	144	\$350,570.00
Unknown	6	0	0	6	6	0	\$500.00

Table 17 Continued • FREQUENCY OF EVENTS IN ACCIDENTS & CASUALTIES NATIONWIDE							
 <b>2007</b>	First Event in an Accident	Second Event in an Accident	Third Event in an Accident	Total Times Event Occurred in all Accidents	Deaths Associated with Event in all Accidents	Injuries Associated with Event in all Accidents	Damages Associated with Event in all Accidents
	Capsizing	398	89	10	497	220	338
Carbon Monoxide Poisoning	14	1	0	15	7	42	\$0
Collision with Fixed Object	558	33	1	592	43	407	\$9,501,968.12
Collision with Floating Object	143	9	0	152	4	104	\$2,680,482.59
Collision with Vessel	1329	64	2	1395	72	981	\$11,938,172.94
Departure from vessel	69	12	4	85	37	47	\$460,600
Ejected from vessel	120	180	23	323	79	309	\$2,283,453.55
Electrocution	0	1	0	1	1	0	\$0
Falls in Vessel	211	73	4	288	7	343	\$771,878.00
Falls on Vessel	10	0	0	10	0	10	\$85,000.00
Falls Overboard	485	195	25	705	297	532	\$1,637,975.00
Fire/Explosion (fuel)	113	3	1	117	3	70	\$3,027,806.00
Fire/Explosion (non-fuel)	93	9	0	102	0	0	\$7,207,722.01
Fire/Explosion (unknown origin)	16	1	0	17	1	8	\$340,350.00
Flooding/Swamping	285	144	25	454	62	154	\$9,562,143.52
Grounding	324	82	15	421	13	285	\$7,466,889.88
Sinking	84	166	76	326	34	103	\$10,170,041.00
Skier Mishap	492	12	1	505	11	519	\$28,115.00
Struck by Vessel	83	154	33	270	32	268	\$398,180.89
Struck by Motor/propeller	80	85	11	176	24	166	\$75,090.00
Struck Submerged Object	157	30	7	194	5	80	\$7,392,934.00
Other	111	13	1	125	19	106	\$255,143.00
Unknown	16	0	0	16	7	5	\$68,900.00



**Table 18 - NUMBER OF VESSELS IN ACCIDENTS BY VESSEL LENGTH & PRIMARY ACCIDENT TYPE**

	Total Vessels Involved	Capsizing	Carbon Monoxide	Collision with Fixed Object	Collision with Floating Object	Collision with Commercial Vessel	Collision with Governmental Vessel	Collision with Recreational Vessel	Collision with Submerged Object	Departed Vessel	Ejected from Vessel	Electrocution	Fall in Boat	Falls Overboard	Fire/Explosion (fuel)	Fire/Explosion (non-fuel)	Fire/Explosion (unknown)	Flooding/ Swamping	Grounding	Person Struck by Propeller	Person Struck by Vessel	Sinking	Skier Mishap	Sudden Medical Condition	Other	Unknown	Drownings	Other Deaths	Total Deaths	Injuries
<b>All lengths</b>	5939	336	7	528	47	50	8	2080	203	117	236	2	209	379	154	87	14	519	344	58	47	0	451	2	60	1	533	225	758	3081
4 feet	2	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5 feet	4	2	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	1
6 feet	18	6	0	0	0	0	0	7	1	0	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	4	0	4	11
7 feet	40	5	0	1	0	0	0	15	0	1	6	0	3	3	1	0	0	2	0	3	0	0	0	0	0	0	7	3	10	25
8 feet	113	6	0	4	0	0	0	63	3	2	4	0	10	9	1	0	0	5	1	0	2	0	1	0	2	0	11	1	12	76
9 feet	181	19	0	11	1	0	0	88	0	1	23	0	9	14	4	0	0	1	2	0	2	0	6	0	0	0	18	5	23	123
10 feet	670	24	0	41	2	0	3	386	6	7	63	0	26	47	8	0	1	10	12	0	10	0	22	0	2	0	33	19	52	420
11 feet	185	12	0	8	1	2	1	83	4	1	26	0	9	24	1	0	0	2	3	0	2	0	5	0	1	0	11	2	13	118
12 feet	146	43	0	13	0	0	0	23	4	1	8	1	1	25	2	1	0	16	5	0	0	1	0	2	0	53	8	61	86	
13 feet	56	13	0	9	1	0	0	12	2	1	6	0	1	3	0	0	0	4	2	0	1	0	1	0	0	13	1	14	26	
14 feet	174	28	0	14	0	0	0	23	12	2	7	0	4	33	1	0	0	42	5	0	1	0	1	0	1	0	67	9	76	101
15 feet	154	20	0	19	1	3	0	20	6	2	7	0	3	8	1	0	0	45	13	1	1	0	2	0	2	0	38	9	47	78
<b>Under 16 ft</b>	1743	178	0	121	6	5	4	722	38	18	151	1	66	167	19	1	1	128	43	1	22	0	41	0	10	0	258	57	315	1066
16 feet	284	20	0	31	2	1	0	63	17	3	11	0	11	24	0	1	0	61	11	4	0	0	23	0	1	0	53	15	68	138
17 feet	284	14	0	25	3	1	0	63	17	7	12	0	3	16	8	3	0	45	19	8	0	0	34	0	6	0	42	11	53	179
18 feet	423	18	0	29	4	3	1	125	21	11	13	0	13	23	14	4	0	59	23	6	3	0	47	1	5	0	37	28	65	235
19 feet	290	11	0	22	2	1	0	79	13	7	8	0	7	10	9	5	0	30	21	3	2	0	58	0	2	0	7	14	21	186
20 feet	380	8	1	43	4	1	0	114	13	13	4	0	15	19	17	1	0	30	24	5	3	0	59	0	6	0	22	15	37	221
21 feet	344	6	0	17	4	3	1	76	18	4	6	0	14	11	8	5	0	39	43	8	0	0	76	0	5	0	10	8	18	235
22 feet	197	5	0	14	1	2	0	55	8	4	1	0	12	16	5	3	0	8	15	7	5	0	32	0	4	0	9	8	17	115
23 feet	180	5	0	19	2	1	1	40	10	6	5	0	12	7	7	3	2	14	12	2	1	0	29	1	1	0	6	3	9	100
24 feet	169	3	0	15	0	2	0	50	5	8	1	0	5	15	8	6	0	10	18	2	1	0	19	0	1	0	6	11	17	92
25 feet	115	5	0	13	0	0	0	46	3	3	1	0	7	2	4	2	1	12	6	0	2	0	7	0	1	0	6	5	11	52
<b>16 ft to less than 26 ft</b>	2666	95	1	228	22	15	3	711	125	66	62	0	99	143	80	33	3	308	192	45	17	0	384	2	32	0	198	118	316	1553
26 feet	102	5	0	2	0	0	0	41	4	1	2	0	8	3	6	2	0	8	12	1	0	0	6	0	1	0	5	2	7	47
27 feet	61	2	0	9	1	0	0	18	3	4	1	0	2	3	4	2	1	5	4	1	0	0	1	0	0	0	4	3	7	32
28 feet	72	1	0	7	0	0	0	26	4	1	2	0	3	2	6	2	0	5	7	3	1	0	2	0	0	0	3	0	3	23
29 feet	50	0	0	6	0	0	0	22	2	1	0	0	2	1	0	1	0	3	10	0	0	0	2	0	0	0	1	0	1	9
30 feet	76	1	1	10	4	1	0	27	2	3	1	0	6	0	5	1	0	2	10	0	0	0	0	0	2	0	2	2	4	23
31 feet	47	0	0	5	2	1	0	17	4	0	0	0	1	1	1	3	1	5	3	1	1	0	0	0	1	0	1	0	1	14
32 feet	73	2	0	8	2	2	0	27	1	2	1	0	2	1	8	2	0	4	7	1	0	0	1	0	2	0	2	3	5	27
33 feet	49	0	0	9	0	0	0	23	0	1	1	0	0	1	1	2	0	1	6	1	1	0	0	0	2	0	2	1	3	22
34 feet	40	1	0	10	0	0	0	15	2	0	0	0	0	2	1	2	1	2	3	0	0	0	0	0	1	0	3	1	4	11
35 feet	41	2	0	3	1	1	0	18	1	0	0	0	3	1	2	2	0	2	5	0	0	0	0	0	0	0	2	1	3	14
36 feet	48	0	0	8	1	0	0	23	1	0	1	0	1	2	0	1	0	2	5	1	0	0	0	0	2	0	1	1	2	9
37 feet	22	1	0	4	1	0	0	8	1	0	0	0	0	1	1	2	0	2	1	0	0	0	0	0	0	0	0	0	0	4
38 feet	42	0	0	1	0	0	0	31	2	0	0	0	0	1	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	1
39 feet	36	1	1	2	0	0	0	20	1	0	0	0	0	1	3	2	0	2	3	0	0	0	0	0	0	0	0	1	1	12
<b>26 ft to less than 40 ft</b>	759	16	2	84	12	5	0	316	28	13	9	0	28	20	38	24	3	46	80	9	3	0	12	0	11	0	26	15	41	248
40 ft to 65 ft	350	4	2	52	4	14	0	171	7	4	1	1	7	9	7	19	3	18	23	2	1	0	0	0	1	0	2	5	7	74
Over 65 ft	80	2	1	20	0	4	0	35	1	1	0	0	1	1	0	7	1	1	3	0	0	0	0	0	2	0	2	0	2	10
Unknown	341	41	1	23	3	7	1	125	4	15	13	0	8	39	10	3	3	18	3	1	4	0	14	0	4	1	47	30	77	130



**Table 19 - NUMBER OF VESSELS IN ACCIDENTS BY VESSEL TYPE & PRIMARY ACCIDENT TYPE WITH NUMBER OF CASUALTIES BY CASUALTY TYPE & VESSEL TYPE 2011**

<b>All boats</b>	5939	336	7	528	47	50	8	2080	203	117	236	2	209	379	154	87	14	519	344	58	47	0	451	2	60	1	533	225	758	3081	
Airboat	38	4	0	12	0	0	0	1	1	0	2	0	2	1	0	0	0	8	7	0	0	0	0	0	0	0	0	2	0	2	30
Auxiliary Sailboat	270	12	1	28	4	4	0	133	7	4	1	0	7	6	5	9	1	7	37	0	1	0	0	0	0	3	0	11	6	17	50
Cabin Motorboat	858	11	3	127	11	10	1	329	29	14	4	0	12	26	53	40	9	69	75	13	2	0	7	0	13	0	24	23	47	277	
Canoe	108	55	0	9	1	0	0	3	3	6	0	0	1	16	0	0	0	9	3	0	1	0	0	0	1	0	61	5	66	60	
Houseboat	75	1	2	6	1	0	0	40	1	3	1	1	5	4	1	1	1	5	4	1	0	0	0	0	0	0	1	1	2	16	
Inflatable	51	10	0	14	0	1	0	7	5	1	8	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	23	2	25	33	
Kayak	128	72	0	8	0	0	0	8	2	3	0	0	2	20	0	0	0	11	0	0	0	0	0	0	0	2	0	57	11	68	56
Open Motorboat	2770	114	1	217	25	19	3	714	135	50	88	1	107	155	69	29	1	374	195	42	18	0	382	2	29	0	253	121	374	1610	
Personal Watercraft	1158	14	0	62	2	2	4	686	11	8	126	0	60	80	18	1	0	5	16	1	21	0	38	0	3	0	18	26	44	764	
Pontoon Boat	205	4	0	22	0	0	0	77	3	19	1	0	7	31	5	2	0	3	5	1	1	0	20	0	4	0	21	11	32	87	
Rowboat	76	19	0	8	1	1	0	7	4	2	2	0	0	19	0	0	0	12	1	0	0	0	0	0	0	0	44	8	52	35	
Sailboat (only)	60	15	0	1	0	0	0	23	2	0	1	0	3	8	0	1	0	1	0	0	0	0	0	0	0	5	0	2	10	25	
Sailboat (unknown)	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	2	
Other	48	1	0	6	1	12	0	15	0	1	0	0	1	4	1	0	0	6	0	0	0	0	0	0	0	0	4	1	5	11	
Unknown	91	4	0	8	1	1	0	37	0	6	2	0	1	7	2	4	1	8	1	0	3	0	4	0	0	0	1	6	7	13	25





# Operator & Passenger Information



## Explanation of Operator/Passenger Information Section

The following section contains eleven tables and figures that examine data relating to the operators and passengers in accidents. Information is displayed by age, boating safety instruction, type of injury, and cause of death.

### **Operator Information (Table 22, Page 45)**

This table provides information about the operator. Information covers a variety of topics including age, boating operation hours experience, number of people onboard the vessel, and the boating safety instruction level of the operator.

Examples of “other” boating safety instruction include licenses issued from the Coast Guard, military training, police academy training, rental operator training, commercially-available courses, and camp training. Informal training signifies that the operator did not receive instruction in a formal classroom setting but rather learned from experience.

### **Number of Deaths by Type of Operator Boating Instruction (Table 23 & Figure 7, Page 46)**

This table and accompanying figure focus on boating safety instruction for those operators who had a person die on their vessel. The table and figure both focus on instruction provided by the U.S. Coast Guard Auxiliary, U.S. Power Squadrons, American Red Cross, and State sources. The figure examines only deaths where the operator instruction was known.

### **Number of Deaths by Vessel Type (Table 24 & Figure 8, Page 47)**

This table documents deaths by vessel type with a focus on drownings. It also provides the percentage of deaths by drowning by type of vessel.

### **Percentage of Deaths by Vessel Type, 2002-2011 (Figure 9 & Table 25, Page 48)**

This table and accompanying figure focus on the percentage of deaths that occurred on each vessel type for the past ten years. The figure may be interpreted by measuring the upper and lower bounds of the color-coded vessel type to obtain the percentage of deaths attributed to that vessel type within the year.

### **Number of Deceased Victims by Age & Vessel Type (Table 25, Page 49)**

This table documents the age of fatal accident victims by vessel type. It also delineates the number of drownings, non-drownings, and total deaths by age.

### **Number of Injured Victims by Age & Vessel Type (Table 26, Page 50)**


This table documents the age of injured victims by vessel type.

### **Nature of Primary Injury Type by Area of Injury 2011 (Table 27, Page 51)**


This table focuses on the nature and area of the primary injury of injured victims.

### **Number of Injured Victims under Age 18 by Age Group and Injury Type on Personal Watercraft, 2011 (Figure 10, Page 51)**

This table focuses on the number of injured victims from personal watercraft for specific age groups and by type of injury.

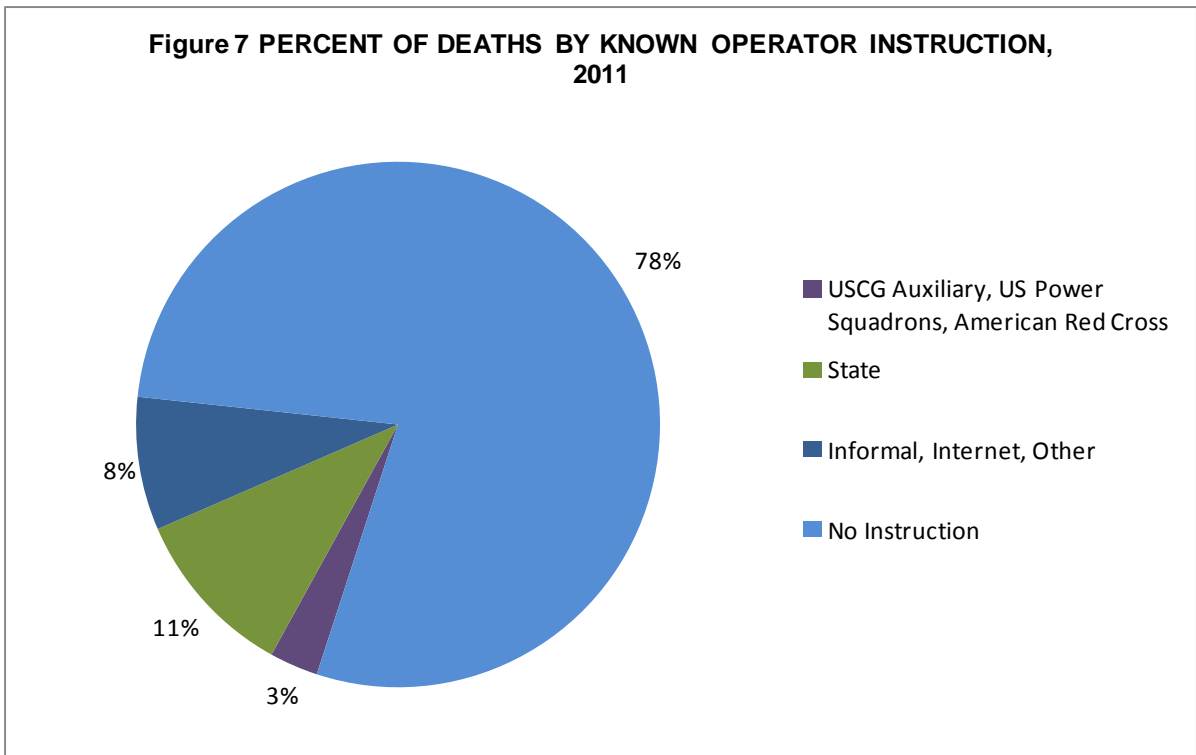
 <b>Table 22 • OPERATOR INFORMATION 2011</b>				
		Vessels Involved	Deaths	Injuries
		5939	758	3081
<b>Age of Operator</b>	12 years and under	30	3	17
	13 to 18 years	342	23	228
	19 to 25 years	656	61	454
	26 to 35 years	906	125	541
	36 to 55 years	2023	263	1203
	Over 55 years	1063	211	475
	Unknown	919	72	163
<b>Operator's Experience</b>	No Experience	62	7	35
	Under 10 hours	464	58	245
	10 to 100 hours	978	94	636
	101 to 500 hours	1329	117	760
	Over 500 Hours	736	74	344
	Unknown	1806	393	1011
	No Operator	564	15	50
<b>Number of Persons on Board</b>	None	395	1	7
	One	1655	250	590
	Two	1582	227	904
	Three	708	112	458
	Four	509	55	343
	Five	321	42	235
	Six	249	24	181
	Seven	131	7	95
	Eight	86	7	69
	Nine	60	5	84
	Ten	45	10	40
	More than 10	59	4	55
	Unknown	139	14	20
<b>Education of Operator</b>	American Red Cross	48	3	31
	Informal	196	13	132
	Internet Course	40	2	29
	State Course	610	42	353
	US Power Squadrons	81	4	30
	USCG Auxiliary	251	5	121
	Other	178	18	100
	No Education	2630	314	1536
	Unknown	1341	342	699
	No Operator	564	15	50

**BOATING SAFETY INSTRUCTION**



**Table 23 • NUMBER OF DEATHS BY TYPE OF OPERATOR BOATING INSTRUCTION 2011**

Type of Boating Instruction	Deaths
American Red Cross	3
Informal	13
Internet Course	2
State	42
U.S. Coast Guard Auxiliary	5
U.S. Power Squadron	4
Other	18
No Education	314
Total Deaths - Known Operator Instruction	401
Total Deaths - Unknown Operator Instruction	342
Total Deaths - No Operator	15
Total Deaths - Known & Unknown Operator Instruction	758





**Table 24 • NUMBER OF DEATHS BY VESSEL TYPE 2011**

Boat Type	Drownings	Deaths by Causes other than Drowning	Total Deaths	Percentage of Deaths from Drowning
Airboat	2	0	2	100%
Auxiliary Sailboat	11	6	17	65%
Cabin Motorboat	24	23	47	51%
Canoe	61	5	66	92%
Houseboat	1	1	2	50%
Inflatable	23	2	25	92%
Kayak	57	11	68	84%
Open Motorboat	253	121	374	68%
Personal Watercraft	18	26	44	41%
Pontoon	21	11	32	66%
Rowboat	44	8	52	85%
Sailboat (only)	8	2	10	80%
Sailboat (unknown)	0	1	1	0%
Other	4	1	5	80%
Unknown	6	7	13	46%
<b>Total</b>	<b>533</b>	<b>225</b>	<b>758</b>	<b>70%</b>

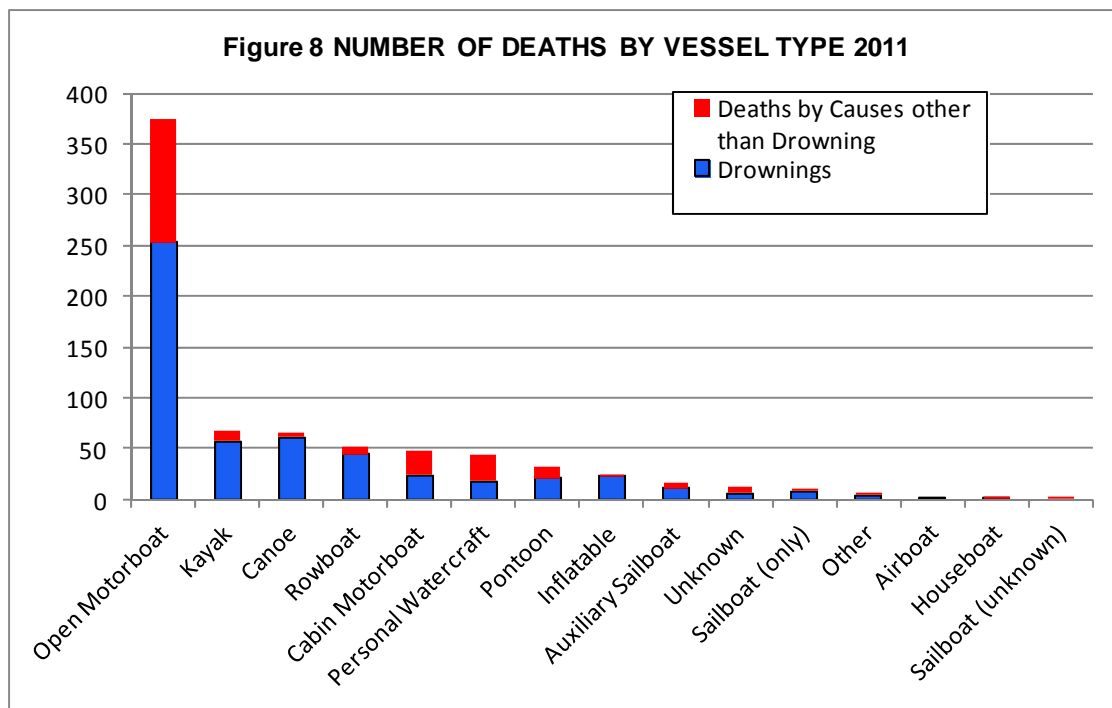


Figure 8 PERCENTAGE OF DEATHS BY VESSEL TYPE, 2002-2011

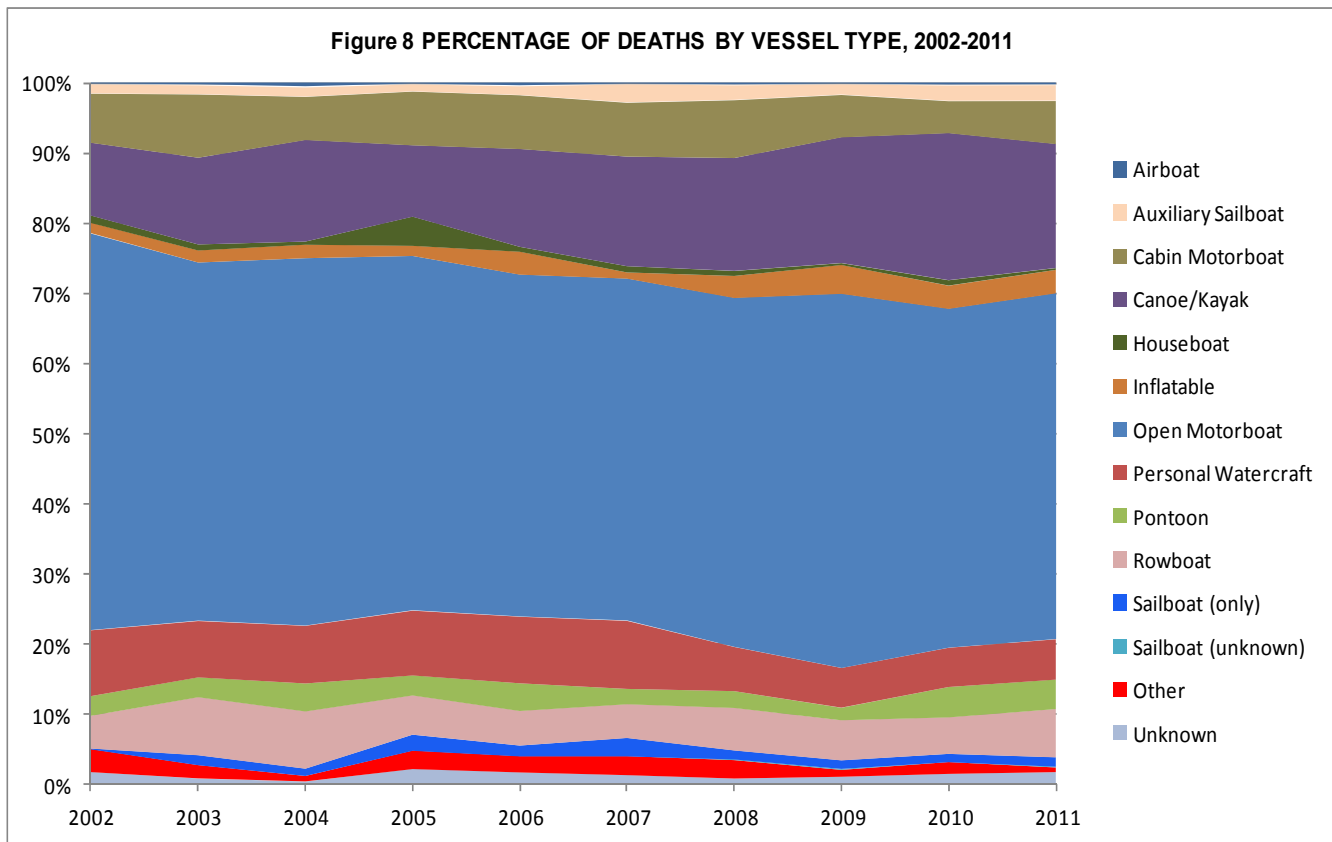


Table 25 • PERCENT OF DEATHS BY VESSEL TYPE, 2002-2011


	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Airboat	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Auxiliary Sailboat	1%	1%	1%	1%	1%	3%	2%	1%	2%	2%
Cabin Motorboat	7%	9%	6%	8%	8%	8%	8%	6%	5%	6%
Canoe/Kayak	10%	12%	14%	10%	14%	16%	16%	18%	21%	18%
Houseboat	1%	1%	0%	4%	1%	1%	1%	0%	1%	0%
Inflatable	1%	2%	2%	1%	3%	1%	3%	4%	3%	3%
Open Motorboat	57%	51%	52%	51%	49%	49%	50%	53%	48%	49%
Personal Watercraft	9%	8%	8%	9%	10%	10%	6%	6%	6%	6%
Pontoon	3%	3%	4%	3%	4%	2%	2%	2%	4%	4%
Rowboat	5%	8%	8%	6%	5%	5%	6%	6%	5%	7%
Sailboat (only)	0%	1%	1%	2%	2%	3%	1%	1%	1%	1%
Sailboat (unknown)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Other	3%	2%	1%	3%	2%	3%	3%	1%	2%	1%
Unknown	2%	1%	0%	2%	2%	1%	1%	1%	1%	2%





**Table 26 • NUMBER OF DECEASED VICTIMS BY AGE AND VESSEL TYPE  
2011**

Age of Deceased Victim	Type of Vessel														Drownings	Other Deaths	Total Deaths	
	Airboat	Auxiliary Sailboat	Cabin Motorboat	Canoe	Houseboat	Inflatable	Kayak	Open Motorboat	Personal Watercraft	Pontoon Boat	Rowboat	Sailboat (only)	Sailboat (unknown)	Other				Unknown
Total	2	17	47	66	2	25	68	374	44	32	52	10	1	5	13	533	225	758
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1
2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1
3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1
4	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	2	1	3
5	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	2
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	2
11	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1
12	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3	3
0-12	0	0	0	1	0	0	3	8	3	0	0	0	0	0	0	9	6	15
13 - 19	0	0	1	10	0	4	5	18	5	0	3	1	0	2	1	32	18	50
20 - 29	0	2	5	13	0	7	11	57	10	6	12	2	0	0	1	96	30	126
30 - 39	0	1	9	9	1	3	8	53	13	2	9	0	0	2	3	84	29	113
40 - 49	0	5	13	10	0	3	17	69	5	8	6	1	0	0	3	97	43	140
50 - 59	0	5	9	17	1	2	14	63	6	8	7	1	0	0	1	87	47	134
60 - 69	2	2	7	5	0	3	8	69	1	4	8	4	0	1	2	84	32	116
70 - 79	0	1	1	1	0	3	2	29	0	2	5	1	0	0	1	31	15	46
80 and Over	0	1	2	0	0	0	0	6	0	1	2	0	0	0	0	11	1	12
Unknown	0	0	0	0	0	0	0	2	1	1	0	0	1	0	1	2	4	6



**Table 27 • NUMBER OF INJURED VICTIMS BY AGE AND VESSEL TYPE 2011**

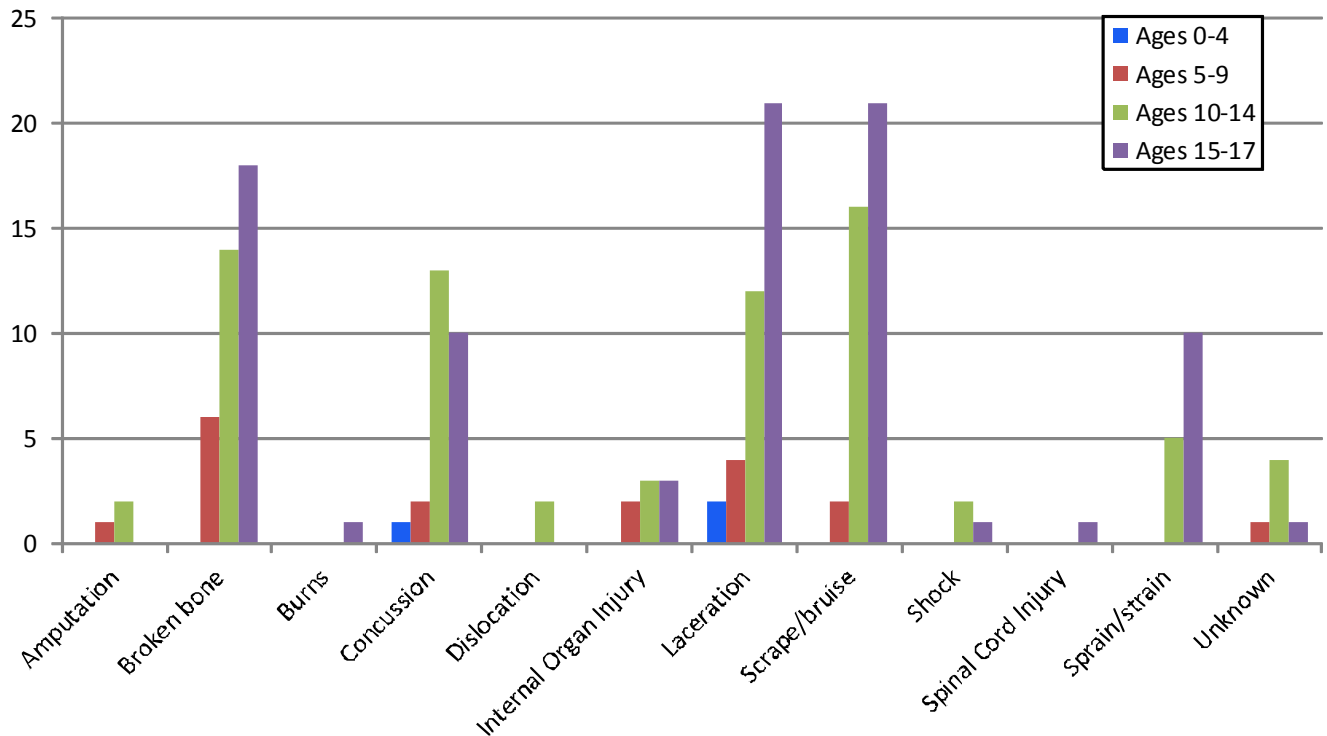
Age of Injured Victim	Total Injuries	Airboat	Auxiliary Sailboat	Cabin Motorboat	Canoe	Houseboat	Inflatable	Kayak	Open Motorboat	Personal Watercraft	Pontoon Boat	Rowboat	Sailboat (only)	Sailboat (unknown)	Other	Unknown
<b>Total</b>	<b>3081</b>	<b>30</b>	<b>50</b>	<b>277</b>	<b>60</b>	<b>16</b>	<b>33</b>	<b>56</b>	<b>1610</b>	<b>764</b>	<b>87</b>	<b>35</b>	<b>25</b>	<b>2</b>	<b>11</b>	<b>25</b>
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	4	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0
2	4	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0
3	14	0	0	5	0	0	0	1	6	2	0	0	0	0	0	0
4	10	0	0	2	0	0	0	0	5	1	1	0	0	0	1	0
5	10	1	0	2	0	0	0	1	3	3	0	0	0	0	0	0
6	16	0	0	0	0	0	0	1	10	4	0	0	0	0	1	0
7	19	0	0	2	1	0	0	0	10	4	2	0	0	0	0	0
8	15	1	0	0	0	0	0	0	12	2	0	0	0	0	0	0
9	17	0	0	1	0	1	0	1	8	5	1	0	0	0	0	0
10	39	0	1	2	3	0	0	0	21	9	2	1	0	0	0	0
11	37	1	0	3	0	0	1	1	23	6	2	0	0	0	0	0
12	37	0	1	3	0	0	1	0	20	10	1	1	0	0	0	0
0 - 12	222	3	2	23	4	1	2	6	121	46	10	2	0	0	2	0
13 - 19	529	4	1	18	13	2	5	10	231	207	15	11	7	0	2	3
20 - 29	702	4	7	49	14	1	9	11	363	212	18	11	3	0	0	0
30 - 39	438	1	9	49	6	4	3	9	239	102	13	0	1	0	1	1
40 - 49	459	4	12	53	6	3	3	6	247	100	12	3	3	0	3	4
50 - 59	334	3	6	38	4	0	6	4	207	49	12	3	0	0	1	1
60 - 69	195	8	5	28	2	2	1	9	103	22	4	3	5	0	0	3
70 - 79	57	2	6	9	1	0	0	0	30	2	1	2	2	1	0	1
80 and Over	9	0	0	0	0	0	0	0	5	0	1	0	2	0	0	1
Unknown	136	1	2	10	10	3	4	1	64	24	1	0	2	1	2	11



**Table 28 • NATURE OF PRIMARY INJURY TYPE BY AREA OF INJURY 2011**

	All Areas	Arm	Body	Foot	Hand	Head	Leg	Neck	Trunk	Other	Unknown
<b>All Primary Injury Types</b>	<b>3081</b>	<b>286</b>	<b>379</b>	<b>117</b>	<b>86</b>	<b>666</b>	<b>541</b>	<b>85</b>	<b>564</b>	<b>1</b>	<b>356</b>
Amputation	33	3	0	2	20	1	7	0	0	0	0
Broken Bone	554	74	0	40	24	58	202	6	108	0	42
Burn	73	16	5	2	2	14	8	0	4	0	22
Carbon Monoxide	14	0	14	0	0	0	0	0	0	0	0
Concussion	247	0	0	0	0	247	0	0	0	0	0
Dislocation	78	48	0	1	0	0	25	0	2	0	2
Electric Shock	2	0	2	0	0	0	0	0	0	0	0
Hypothermia	303	0	303	0	0	0	0	0	0	0	0
Internal organ injury	142	3	7	0	0	10	3	1	116	0	2
Laceration	652	57	6	35	18	244	162	6	36	0	88
Scrape/Bruise	469	44	16	14	15	90	96	14	80	1	99
Spinal Cord Injury	24	0	24	0	0	0	0	0	0	0	0
Shock	72	0	0	0	0	0	0	6	66	0	0
Sprain/Strain	317	40	0	23	7	0	36	52	152	0	7
Other	4	0	2	0	0	1	1	0	0	0	0
Unknown	97	1	0	0	0	1	1	0	0	0	94

**Figure 10 NUMBER OF INJURED VICTIMS UNDER AGE 18 BY AGE GROUP AND INJURY TYPE ON PERSONAL WATERCRAFT, 2011**



# Casualty Data



## Explanation of Casualty Data Section

This section contains eleven tables and figures that examine data relating to the victims in boating accidents. The following pages focus on historical casualty information, casualty-vessel information, and state-specific casualty information.

### **Deaths, Injuries & Accidents by Year, 1996-2011 (Figure 11 & Table 29, Page 54)**

This figure and table document the number of accidents and casualties from 1996-2011.

### **Accident, Casualty & Damage Data by State (Table 30, Page 55)**

This table provides accident, casualty, and damage information by state for the year 2011. Accidents are broken down into three levels of severity— fatal accidents, non-fatal injury accidents, and property damage only accidents. This table also provides the number of casualties and property damage by state.

### **Distribution of Recreational Boating Deaths by State (Figure 12, Page 56)**

This figure provides the percentage that each state contributed to the national death count. So, for instance, Michigan had 26 deaths. Out of the total national death count of 758, Michigan contributed 3.4%  $((26/758) * 100)$  of deaths to the national count.

### **Annual Recreational Boating Fatality Rates, 1997-2011 (Figure 13 & Table 31, Page 57)**

This table and accompanying figure provide two fatality rates for years 1997-2011. The fatality rate is calculated by dividing the number of fatalities by the total national vessel registration. The Coast Guard then multiplied by a factor of 100,000 to arrive at the number of deaths per 100,000 registered vessels. One fatality rate takes into account all fatalities and all recreational registration data collected. The second fatality rate takes into account only fatalities that occurred on motorized vessels and only motorized recreational vessels registered.

### **States Coded by their 2011 Fatality Rate (Figure 14, Page 58)**

This figure displays states that are color-coded depending on their fatality rate which is expressed as the number of deaths that occurred in that state per 100,000 vessels that that state registered. It is important to note that not all states register the same types of vessels which could skew the fatality rates provided. Please see Table 38, Recreational Registration Data by State 2010-2011 to view the Scope of each state's registration system.

### **Five-year Summary of Selected Accident Data by State (Table 32, Page 59)**

This table examines the number of accidents, fatal accidents, and fatalities by state for years 2007-2011.

### **Number of Accidents by Primary Accident Type & State (Table 33, Page 60-61)**

This table documents the first accident event by state. It also provides information about the total number of accidents and casualties by state.

### **Number of Injured Victims by Primary Injury & Vessel Type (Table 34, Page 62)**

This table displays the number of injured victims by primary injury and vessel type.

### **Number of Fatal Victims by Life Jacket Wear, Cause of Death, & Vessel Type (Table 35, Page 62)**

This table displays the number of fatal victims by vessel type and cause of death. The table also provides information on whether the deceased victim was wearing a life jacket.



Figure 11 DEATHS, INJURIES & ACCIDENTS BY YEAR, 1997-2011

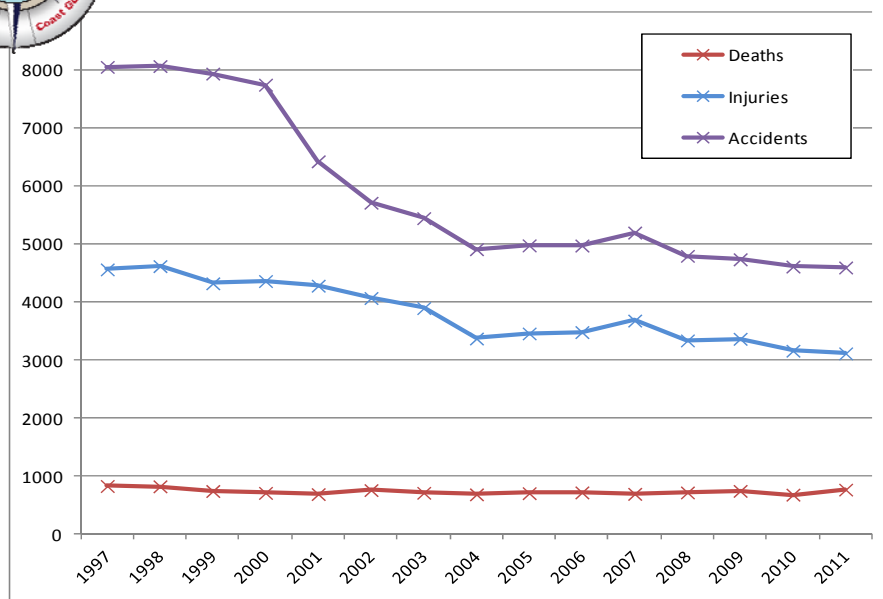


Table 29 • DEATHS, INJURIES & ACCIDENTS BY YEAR, 1997-2011

Year	Deaths	Injuries	Accidents
1997	821	4555	8047
1998	815	4612	8061
1999	734	4315	7931
2000	701	4355	7740
2001*	681	4274	6419
2002	750	4062	5705
2003	703	3888	5438
2004	676	3363	4904
2005	697	3451	4969
2006	710	3474	4967
2007	685	3673	5191
2008	709	3331	4789
2009	736	3358	4730
2010	672	3153	4604
2011	758	3108	4588

\* On July 2, 2001, the Federal threshold of property damage for reports of accidents involving recreational vessels changed from \$500 to \$2000.

Table 30 • ACCIDENT, CASUALTY &amp; DAMAGE DATA BY STATE 2011

	Number of Accidents				Persons Involved		Damages
	Total	Fatal	Non-Fatal	Property Damage	Deaths	Injured	
<b>Totals</b>	<b>4588</b>	<b>686</b>	<b>2193</b>	<b>1709</b>	<b>758</b>	<b>3081</b>	<b>\$52,198,658</b>
AK	20	13	1	6	15	5	\$88,850
AL	73	14	38	21	19	58	\$306,100
AR	55	13	21	21	15	30	\$374,950
AZ	158	10	99	49	11	133	\$476,502
CA	399	47	218	134	52	322	\$1,849,055
CO	58	9	30	19	10	32	\$98,170
CT	42	8	14	20	8	27	\$633,132
DE	10	3	1	6	3	1	\$42,500
DC	4	1	1	2	1	1	\$4,400
FL	685	56	310	319	61	422	\$24,815,780
GA	96	14	59	23	14	75	\$171,140
HI	17	6	1	10	6	1	\$1,857,400
IA	38	4	19	15	4	25	\$153,660
ID	57	11	30	16	12	36	\$424,165
IL	106	20	47	39	23	67	\$617,317
IN	50	10	24	16	10	41	\$296,650
KS	40	7	14	19	7	23	\$115,000
KY	46	9	24	13	10	34	\$233,520
LA	112	30	57	25	36	94	\$346,082
MA	46	9	18	19	9	26	\$643,739
MD	184	17	117	50	19	165	\$1,410,064
ME	48	11	16	21	12	26	\$445,754
MI	129	24	76	29	26	101	\$977,569
MN	75	14	50	11	16	62	\$167,726
MO	128	17	60	51	20	85	\$608,507
MS	34	11	14	9	11	19	\$94,100
MT	19	9	9	1	10	16	\$38,100
NC	144	27	67	50	28	79	\$1,213,270
ND	10	3	1	6	5	1	\$66,600
NE	22	4	15	3	5	19	\$52,400
NH	36	2	20	14	2	21	\$86,995
NJ	119	8	35	76	8	51	\$222,000
NM	24	1	13	10	2	16	\$35,000
NV	42	7	15	20	7	28	\$370,662
NY	173	25	77	71	28	104	\$3,321,435
OH	135	13	57	65	15	96	\$1,024,988
OK	57	10	27	20	11	38	\$289,100
OR	66	10	31	25	10	39	\$523,272
PA	87	22	50	15	22	59	\$241,923
RI	26	2	5	19	2	8	\$356,139
SC	93	17	51	25	19	68	\$299,655
SD	13	2	5	6	2	9	\$90,150
TN	117	21	46	50	22	60	\$505,510
TX	197	34	72	91	37	105	\$1,291,502
UT	109	8	55	46	8	75	\$325,500
VA	121	19	67	35	21	96	\$1,198,292
VT	7	3	3	1	3	4	\$18,000
WA	93	14	36	43	15	54	\$1,121,500
WI	110	19	53	38	22	84	\$870,033
WV	17	6	8	3	8	8	\$16,000
WY	16	5	8	3	6	21	\$61,800
AS	0	0	0	0	0	0	\$0
GU	2	2	0	0	2	0	\$0
CNMI	5	0	1	4	0	3	\$99,425
PR	3	1	2	0	1	2	\$0
VI	0	0	0	0	0	0	\$0
Atlantic Ocean*	9	2	3	4	4	4	\$1,195,575
Gulf of Mexico*	4	1	2	1	2	2	\$12,000
Pacific Ocean*	1	0	0	1	0	0	\$0
Federal	1	1	0	0	1	0	\$0

\*1997 was the first year statistics were compiled for accidents that occurred three or more miles offshore in the Atlantic Ocean and Pacific Ocean and nine or more miles in the Gulf of Mexico. NJ did not submit property damage estimates to boats in 2009. However, NJ noted that accidents submitted to the Coast Guard that did not have an injury or death were considered to have \$2000 or more in damages. The Coast Guard adjusted NJ's property damages to boats such that each accident without an injury or death had \$2000 damages.

Figure 12 DISTRIBUTION OF 2011 DEATHS BY STATE

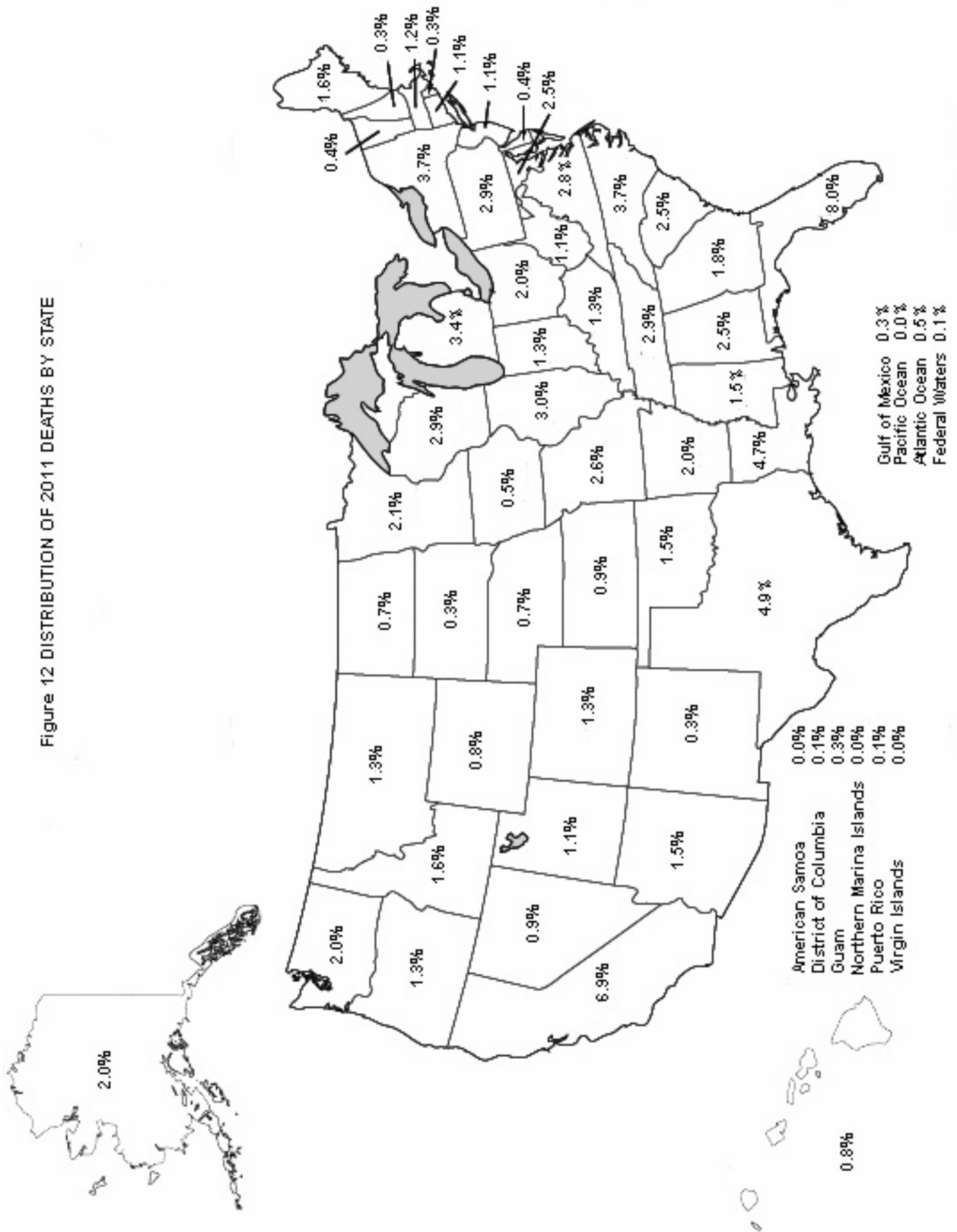






Figure 10 ANNUAL RECREATIONAL BOATING FATALITY RATES, 1997-2011

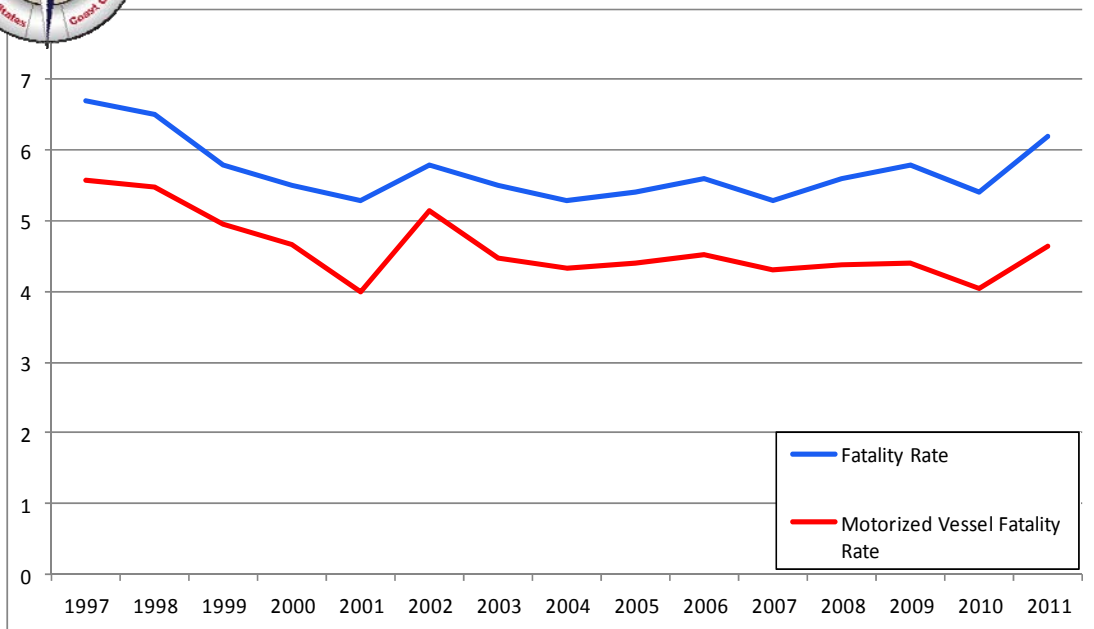
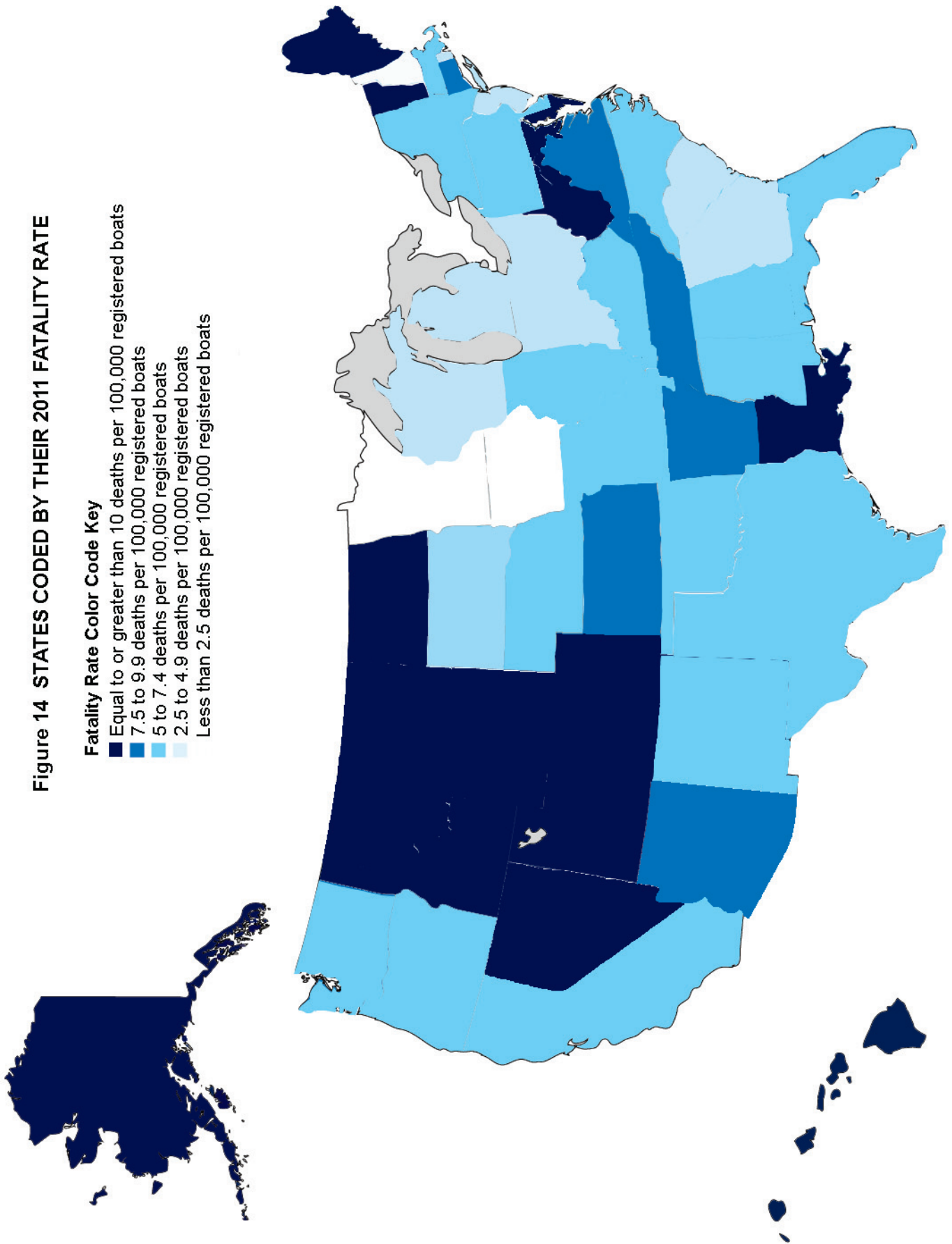


Table 31 - ANNUAL RECREATIONAL BOATING FATALITY RATES 1997-2011						
	All Deaths	All Registered Vessels	Fatality Rate	Motorized Vessel Deaths	Registered Motorized Vessels	Motorized Vessel Fatality Rate
1997	821	12,312,982	6.7	645	11,591,194	5.6
1998	815	12,565,930	6.5	637	11,637,361	5.5
1999	734	12,738,271	5.8	586	11,811,562	5.0
2000	701	12,782,143	5.5	543	11,648,769	4.7
2001	681	12,876,346	5.3	484	12,100,439	4.0
2002	750	12,854,054	5.8	612	11,918,688	5.1
2003	703	12,794,616	5.5	536	11,946,576	4.5
2004	676	12,781,476	5.3	515	11,878,783	4.3
2005	697	12,942,414	5.4	528	11,998,728	4.4
2006	710	12,746,126	5.6	535	11,802,419	4.5
2007	685	12,875,568	5.3	515	11,966,627	4.3
2008	709	12,692,892	5.6	518	11,841,281	4.4
2009	736	12,721,541	5.8	522	11,834,872	4.4
2010	672	12,438,926	5.4	469	11,597,326	4.0
2011	758	12,173,935	6.2	527	11,326,848	4.7

Figure 14 STATES CODED BY THEIR 2011 FATALITY RATE



Note: This fatality rate is calculated using the number deaths in each state and the number of registered boats in each state. Please be aware that, for some states, the fatality rate includes deaths that occurred on vessels that were not registered. Further, only the contiguous jurisdictions and Hawaii and Alaska are represented.

Table 32 • FIVE YEAR SUMMARY OF SELECTED ACCIDENT DATA BY STATE 2007-2011															
	Total Number of Accidents					Fatal Accidents					Deaths				
	2007	2008	2009	2010	2011	2007	2008	2009	2010	2011	2007	2008	2009	2010	2011
<b>Totals</b>	5191	4789	4730	4604	4588	605	619	646	605	686	685	709	736	672	758
Alabama	96	76	75	90	73	10	11	11	20	14	11	16	14	20	19
Alaska	48	44	19	24	20	11	11	13	8	13	17	14	14	11	15
Arizona	167	158	151	113	55	8	5	3	3	10	8	6	3	6	15
Arkansas	81	66	78	60	158	15	13	16	12	13	18	14	17	14	11
California	601	520	478	412	399	48	39	42	44	47	55	45	47	48	52
Colorado	54	39	60	53	58	7	7	12	6	9	7	7	13	7	10
Connecticut	61	53	56	52	42	7	9	8	6	8	8	11	8	7	8
Delaware	15	11	16	21	10	2	3	1	1	3	2	3	1	2	3
DC	4	2	0	1	4	0	0	0	0	1	0	0	0	0	1
Florida	663	616	610	608	685	67	50	53	65	56	75	55	67	69	61
Georgia	139	150	145	135	96	14	16	11	18	14	18	18	12	19	14
Hawaii	10	21	19	15	17	2	5	7	4	6	2	5	7	4	6
Idaho	63	65	74	67	57	7	15	13	9	11	8	15	15	13	12
Illinois	107	119	96	97	106	11	14	15	14	20	13	19	16	15	23
Indiana	32	55	42	43	50	5	7	13	6	10	7	8	13	8	10
Iowa	47	38	37	54	38	7	0	3	6	4	9	0	3	6	4
Kansas	24	38	27	30	40	5	4	5	4	7	6	5	6	6	7
Kentucky	59	46	62	75	46	13	5	17	14	9	13	6	21	14	10
Louisiana	119	110	120	105	112	28	31	26	16	30	30	38	33	21	36
Maine	90	32	44	34	48	13	8	8	6	11	15	9	8	8	12
Maryland	170	159	174	196	184	8	8	16	9	17	10	9	17	9	19
Massachusetts	36	64	51	60	46	9	11	10	16	9	9	11	10	16	9
Michigan	185	187	131	132	129	30	30	32	25	24	34	34	36	27	26
Minnesota	123	86	82	82	75	12	12	14	11	14	15	12	15	12	16
Mississippi	31	24	39	17	34	7	4	15	7	11	7	5	16	8	11
Missouri	168	135	150	161	128	7	19	16	13	17	7	20	17	14	20
Montana	24	31	20	11	19	4	12	6	2	9	4	14	6	2	10
Nebraska	31	20	31	24	22	6	2	5	5	4	7	2	6	5	5
Nevada	76	80	67	59	42	5	6	6	2	7	5	6	7	2	7
New Hampshire	54	28	60	46	36	5	2	6	3	2	6	2	7	3	2
New Jersey	136	140	126	116	119	8	7	6	8	8	8	10	6	8	8
New Mexico	38	30	34	37	24	1	2	3	7	1	1	3	3	8	2
New York	180	160	148	211	173	18	17	19	24	25	21	24	23	27	28
North Carolina	158	148	144	148	144	19	16	19	23	27	19	18	19	24	28
North Dakota	10	15	7	11	10	0	0	0	3	3	0	0	0	3	5
Ohio	121	125	105	127	135	11	12	9	15	13	14	15	9	16	15
Oklahoma	56	54	55	51	57	11	10	10	12	10	12	11	14	13	11
Oregon	60	53	67	60	66	9	11	11	10	10	9	13	13	11	10
Pennsylvania	64	59	58	70	87	10	8	11	6	22	11	8	11	7	22
Rhode Island	44	35	50	34	26	4	4	1	1	2	4	4	1	2	2
South Carolina	104	107	95	102	93	15	25	7	25	17	16	29	11	27	19
South Dakota	12	16	21	18	13	2	3	3	2	2	2	3	3	4	2
Tennessee	146	130	117	116	117	16	18	19	17	21	17	20	22	19	22
Texas	197	218	168	163	197	40	55	34	27	34	46	61	38	28	37
Utah	71	80	87	103	109	5	5	8	10	8	5	5	11	10	8
Vermont	3	8	4	2	7	1	5	2	0	3	1	5	2	0	3
Virginia	145	95	137	102	121	11	15	23	14	19	12	17	27	14	21
Washington	97	98	111	72	93	22	18	17	14	14	26	22	22	18	15
West Virginia	26	11	32	23	17	5	1	13	7	6	7	1	15	8	8
Wisconsin	119	110	102	104	110	18	19	15	17	19	18	20	16	18	22
Wyoming	8	11	18	15	16	3	2	4	1	5	4	2	4	1	6
Guam	1	1	1	1	2	0	1	0	0	2	0	1	0	0	2
Puerto Rico	7	1	9	12	3	1	0	3	2	1	2	0	4	3	1
Virgin Islands	3	0	1	2	0	0	0	1	2	0	0	0	1	3	0
AS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CNMI	0	1	2	1	5	0	0	0	0	0	0	0	0	0	0
*AT	2	6	4	18	9	1	3	1	2	2	3	3	1	3	4
*GL	5	1	4	2	4	1	1	2	0	1	1	1	2	0	2
*PC	0	3	8	6	1	0	2	1	1	0	0	4	1	1	0
Federal	0	0	1	0	1	0	0	1	0	1	0	0	2	0	1

\*1997 was the first year statistics were compiled for accidents that occurred three or more miles offshore in the Atlantic Ocean and Pacific Ocean and nine or more miles in the Gulf of Mexico.

Casualty Data

Table 33 - NUMBER OF ACCIDENTS BY PRIMARY ACCIDENT TYPE & STATE 2011

	Totals	4588	316	7	460	42	25	4	1002	196	115	222	359	135	72	11	501	338	57	36	0	436	2	53	1	533	225	758	3081
Injuries		73	8	0	8	0	1	0	16	2	2	3	7	2	3	0	8	6	0	0	0	6	0	0	0	15	4	19	58
Total Deaths		20	2	1	0	1	0	0	3	0	0	0	5	0	0	0	4	3	0	0	0	0	0	1	0	8	7	15	5
Other Deaths		158	12	0	5	0	0	0	49	1	2	8	3	6	0	13	15	3	1	0	26	0	1	0	8	3	11	133	
Drownings		55	3	0	10	1	0	0	8	0	2	5	5	5	2	0	6	2	0	0	3	0	1	0	12	3	15	30	
Unknown		399	30	1	12	4	1	0	105	7	9	14	24	13	6	0	47	39	4	4	0	52	0	11	0	33	19	52	322
Other		58	6	0	7	1	0	0	8	1	3	2	4	1	2	0	7	0	1	2	0	9	0	0	0	8	2	10	32
Sudden Medical Condition		42	4	0	0	1	0	1	6	3	0	2	0	0	0	1	2	14	0	0	1	0	0	0	7	1	8	27	
Skier Mishap		10	1	0	4	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	1	3	1	
Sinking		4	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Person Struck by Vessel		685	25	0	129	5	5	1	155	18	12	46	0	24	16	0	89	34	8	6	0	24	0	5	0	44	17	61	422
Person Struck by Propeller		96	1	1	10	0	0	1	17	3	4	7	0	8	2	1	4	6	2	1	0	17	1	4	0	7	7	14	75
Grounding		17	2	0	0	0	0	0	2	1	0	1	0	2	0	1	2	3	3	0	0	0	0	0	0	1	5	6	1
Flooding/Swamping		57	5	0	6	1	0	0	10	4	3	1	0	3	0	0	5	3	0	0	8	0	0	0	0	8	4	12	36
Fire/Explosion (unknown origin)		106	8	1	7	0	0	0	31	8	2	3	0	4	11	2	9	6	2	0	11	0	0	0	0	20	3	23	67
Fire/Explosion (non-fuel)		50	1	0	7	1	1	0	15	1	2	3	0	1	1	0	3	0	3	0	3	0	0	0	9	1	10	41	
Fire/Explosion (fuel)		38	4	0	2	1	0	0	8	0	0	1	0	0	0	0	4	5	0	0	9	0	0	0	1	3	4	25	
Falls Overboard		40	2	0	2	0	0	0	10	5	0	3	0	1	4	0	3	3	1	0	6	0	0	0	6	1	7	23	
Fall in Vessel		46	2	0	4	0	1	1	9	1	2	1	0	1	3	1	3	8	2	0	4	0	1	0	8	2	10	34	
Electrocution		112	4	0	19	1	0	0	18	23	1	5	0	12	2	0	19	4	0	0	3	0	0	0	21	15	36	94	
Ejected From Vessel		48	5	0	7	1	1	0	11	1	1	1	0	4	2	0	1	3	1	0	7	0	1	0	7	5	12	26	
Departed Vessel		184	7	0	18	3	1	0	28	8	5	12	0	12	1	3	16	6	1	2	36	0	2	1	13	6	19	165	
Collision with Submerged Object		46	5	0	0	0	0	0	14	1	3	3	0	3	0	0	6	6	1	0	1	0	0	0	7	2	9	26	
Collision with Recreational Vessel		129	13	0	9	1	1	0	37	1	3	5	0	23	5	1	7	4	1	2	12	0	2	0	19	7	26	101	
Collision with Governmental Vessel		75	8	0	4	1	0	0	22	3	2	4	0	7	2	0	5	1	0	0	10	0	0	0	10	6	16	62	
Collision with Commercial Vessel		34	3	0	0	0	0	0	3	5	1	1	0	1	7	3	4	1	1	0	2	0	0	0	5	6	11	19	
Collision with Floating Object		128	5	0	18	3	1	0	20	5	5	6	0	18	3	0	11	9	0	1	13	0	0	0	15	5	20	85	
Collision with Fixed Object		19	0	0	5	0	0	0	5	1	1	2	0	0	0	0	2	0	1	0	1	0	0	0	8	2	10	16	
Carbon Monoxide		22	5	0	1	0	0	0	4	1	1	1	0	0	1	0	1	1	0	1	0	1	0	0	2	3	5	19	
Capsizing		42	3	0	1	0	1	0	6	0	3	1	0	3	0	2	7	8	0	0	7	0	0	0	4	3	7	28	
Total Accidents		4588	316	7	460	42	25	4	1002	196	115	222	359	135	72	11	501	338	57	36	0	436	2	53	1	533	225	758	3081

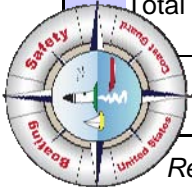


Table 33 Continued - NUMBER OF ACCIDENTS BY PRIMARY ACCIDENT TYPE & STATE 2011

Injuries		21
Total Deaths		51
Other Deaths		16
Drownings		104
Unknown		79
Other		1
Sudden Medical Condition		5
Skier Mishap		1
Sinking		1
Person Struck by Vessel		1
Person Struck by Propeller		1
Grounding		1
Flooding/Swamping		1
Fire/Explosion (unknown origin)		1
Fire/Explosion (non-fuel)		1
Fire/Explosion (fuel)		1
Falls Overboard		1
Fall in Vessel		1
Electrocution		1
Ejected From Vessel		1
Departed Vessel		1
Collision with Submerged Object		1
Collision with Recreational		1
Collision with Governmental		1
Collision with Commercial		1
Collision with Floating Object		1
Collision with Fixed Object		1
Carbon Monoxide		1
Capsizing		1
Total Accidents		1
NH	36	21
NJ	119	51
NM	24	16
NY	173	104
NC	144	79
ND	10	5
OH	135	96
OK	57	38
OR	66	39
PA	87	59
RI	26	8
SC	93	68
SD	13	9
TN	117	60
TX	197	105
UT	109	75
VT	7	4
VA	121	96
WA	93	54
WV	17	8
WI	110	84
WY	16	21
GU	2	0
PR	3	2
VI	0	0
AS	0	0
CNMI	5	3
AT	9	4
GL	4	2
PC	1	0
Federal	1	0





**Table 34 • NUMBER OF INJURED VICTIMS BY PRIMARY INJURY & VESSEL TYPE**

Primary Injury	# of Injuries	Airboat	Auxiliary Sailboat	Cabin Motorboat	Canoe	Houseboat	Inflatable	Kayak	Open Motorboat	Personal Watercraft	Pontoon Boat	Rowboat	Sailboat (only)	Sailboat	Other	Unknown
Amputation	33	0	0	3	0	0	0	0	22	6	1	1	0	0	0	0
Broken Bone	554	8	3	26	3	1	3	6	271	220	10	1	1	0	0	1
Burns	73	0	2	24	0	0	0	0	36	5	2	0	0	1	0	3
Carbon Monoxide	14	0	0	8	0	5	0	0	1	0	0	0	0	0	0	0
Concussion	247	1	2	12	0	1	1	1	147	70	4	1	5	0	1	1
Dislocation	78	0	1	3	0	0	1	1	43	24	3	0	0	0	1	1
Electric Shock	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
Hypothermia	303	0	13	21	42	0	3	32	145	4	1	25	8	0	1	8
Internal organ injury	142	2	3	9	3	0	3	3	62	46	6	2	2	0	0	1
Laceration	652	5	6	70	2	4	3	5	391	132	24	1	2	0	3	4
Scrape/bruise	469	8	8	58	4	2	15	6	205	144	13	0	3	0	2	1
Shock	24	0	0	4	0	0	1	0	11	7	0	0	0	0	1	0
Spinal cord injury	72	1	0	4	0	1	1	1	47	13	2	1	1	0	0	0
Sprain/Strain	317	5	8	18	5	1	2	1	177	72	19	2	3	0	1	3
Other	4	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0
Unknown	97	0	4	16	1	0	0	0	48	21	2	1	0	1	1	2
<b>All Injuries</b>	<b>3081</b>	<b>30</b>	<b>50</b>	<b>277</b>	<b>60</b>	<b>16</b>	<b>33</b>	<b>56</b>	<b>1610</b>	<b>764</b>	<b>87</b>	<b>35</b>	<b>25</b>	<b>2</b>	<b>11</b>	<b>25</b>

**Table 35 • NUMBER OF FATAL VICTIMS BY LIFE JACKET WEAR, CAUSE OF DEATH & VESSEL TYPE 2011**



Cause of Death	Life Jacket Worn?	Number of Deaths	Airboat	Auxiliary Sailboat	Cabin Motorboat	Canoe	Houseboat	Inflatable	Kayak	Open Motorboat	Personal Watercraft	Pontoon Boat	Rowboat	Sailboat (only)	Sailboat (unknown)	Other	Unknown
Carbon Monoxide	No	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
Carbon Monoxide	Unknown	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Cardiac Arrest	Yes	12	0	0	0	1	0	0	1	5	5	0	0	0	0	0	0
Cardiac Arrest	No	19	0	0	1	0	0	0	1	15	0	0	2	0	0	0	0
Cardiac Arrest	Unknown	3	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0
Drowning	Yes	84	0	2	1	4	0	12	23	26	6	1	5	2	0	2	0
Drowning	No	415	2	8	21	54	1	11	31	212	12	19	35	6	0	2	1
Drowning	Unknown	34	0	1	2	3	0	0	3	15	0	1	4	0	0	0	5
Hypothermia	Yes	4	0	0	1	0	0	0	2	0	0	0	0	1	0	0	0
Hypothermia	No	6	0	2	0	0	0	0	0	4	0	0	0	0	0	0	0
Other	Yes	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Other	No	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Trauma	Yes	34	0	0	0	0	0	1	1	17	15	0	0	0	0	0	0
Trauma	No	61	0	0	8	0	0	1	0	44	2	5	0	0	0	0	1
Trauma	Unknown	21	0	0	4	0	0	0	0	13	2	1	0	0	1	0	0
Unknown	Yes	4	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0
Unknown	No	30	0	0	4	2	1	0	3	12	0	4	1	0	0	1	2
Unknown	Unknown	25	0	3	3	1	0	0	2	8	1	1	2	0	0	0	4
<b>All Causes</b>		<b>758</b>	<b>2</b>	<b>17</b>	<b>47</b>	<b>66</b>	<b>2</b>	<b>25</b>	<b>68</b>	<b>374</b>	<b>44</b>	<b>32</b>	<b>52</b>	<b>10</b>	<b>1</b>	<b>5</b>	<b>13</b>

# Registration Data



### Explanation of Registration Data Section

The following section contains five tables and figures that examine boat registration information. Registered vessels are those vessels that are required to be recorded by a state, which includes numbered vessels and other forms of registration. Not all states have the same registration requirements. While some states may only register vessels with a motor, others may register sailboats, canoes, kayaks, and rowboats in addition to those vessels with a motor.

#### **Recreational Vessel Registration by Year, 1980-2011 (Table 36 & Figure 15, Page 65)**

This table provides information about recreational vessel registration for each year from 1980-2011. The accompanying figure displays a trend line from 1980-2011.

#### **Recreational Vessel Registration by Length & Means of Propulsion (Table 37, Page 66)**

The top section of the table provides tallies for the number of mechanically-propelled vessels, the number of manually-propelled vessels, and a summation of these two categories. The middle section of the table documents mechanically-propelled vessel registration by length category and engine type. The bottom section of the table focuses on mechanically propelled vessels.

#### **Registration Data by State (Table 38, Page 67)**

This table examines recreational vessel registration, deaths and fatality rates by state for years 2011 and 2010. The fatality rate is calculated by dividing the number of fatalities by the total vessel registration. The Coast Guard then multiplied by a factor of 100,000 to arrive at the number of deaths per 100,000 registered vessels. This table also specifies the scope of the state's registration program.

#### **Distribution of 2011 Recreational Vessel Registration by State (Figure 16, Page 68)**

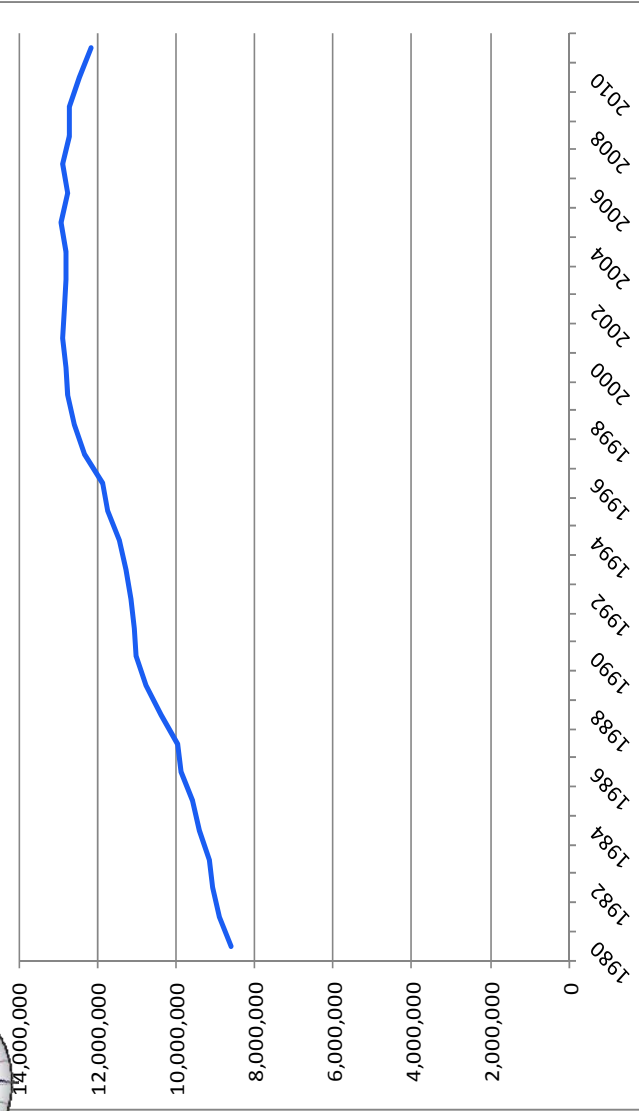
This figure provides the percentage that each state contributed to national registration figures. So, for instance, California registered 855,243 vessels. Out of the total national registration of 12,173,935, California contributed 7.0%  $((855,243/12,173,935) * 100)$  of registered vessels.



Table 36 - RECREATIONAL VESSELS REGISTERED BY YEAR, 1980-2011	
Year	Registered
1980	8,577,857
1981	8,905,097
1982	9,073,972
1983	9,165,094
1984	9,420,011
1985	9,589,483
1986	9,876,197
1987	9,963,696
1988	10,362,613
1989	10,777,370
1990	10,996,253
1991	11,068,440
1992	11,132,386
1993	11,282,736
1994	11,429,585
1995	11,734,710
1996	11,877,938
1997	12,312,982
1998	12,565,930
1999	12,738,271
2000	12,782,143
2001	12,876,346
2002	12,854,054
2003	12,794,616
2004	12,781,476
2005	12,942,414
2006	12,746,126
2007	12,875,568
2008	12,692,892
2009	12,721,541
2010	12,438,926
2011	12,173,935



Figure 15 RECREATIONAL VESSELS REGISTERED BY YEAR, 1980-2011





**Table 37 • RECREATIONAL VESSEL REGISTRATION BY LENGTH AND MEANS OF PROPULSION 2011**

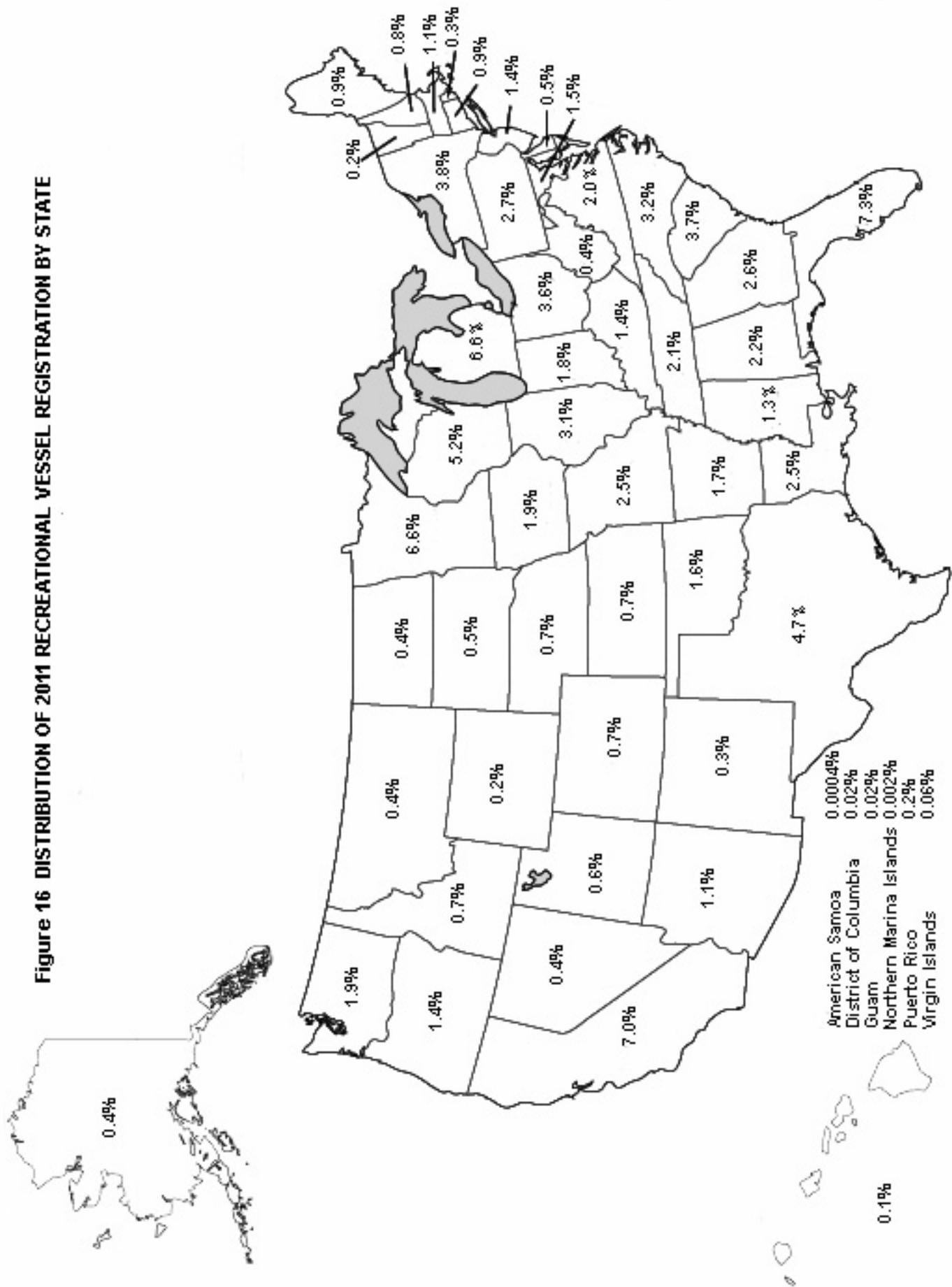
Mechanically Propelled	Not Mechanically Propelled			Total		
11,326,848	847,087			12,173,935		
STATE REGISTERED BOATS THAT ARE MECHANICALLY PROPELLED						
	Means of Mechanical Propulsion			Auxiliary Sail		Total
	Inboard	Outboard	Stern Drive	Inboard	Outboard	
Under 16 feet	1,335,451	3,145,735	132,508	8,041	17,139	4,638,874
16 to less than 26 feet	694,154	4,172,907	1,203,656	13,294	38,066	6,122,077
26 to less than 40 feet	164,632	115,755	156,531	38,309	10,719	485,946
40 to 65 feet	43,509	7,219	12,451	5,554	774	69,507
Over 65 feet	5,376	2,106	2,853	88	21	10,444
<b>Total</b>	<b>2,243,122</b>	<b>7,443,722</b>	<b>1,507,999</b>	<b>65,286</b>	<b>66,719</b>	<b>11,326,848</b>
STATE REGISTERED BOATS NOT MECHANICALLY PROPELLED						
Rowboats	Sailboats	Canoes/Kayaks		Other Boats	Total	
104,096	117,798	416,420		208,773	847,087	

**Table 38 • RECREATIONAL VESSEL REGISTRATION DATA BY STATE 2010-2011**

Nation	2011			2010			Scope of Current Boat Registration System
	Registration	Deaths	Fatality Rate	Registration	Deaths	Fatality Rate	
	<b>12,173,935</b>	<b>758</b>	<b>6.2</b>	<b>12,438,926</b>	<b>672</b>	<b>5.4</b>	
AL	265,526	19	7.2	271,377	20	7.4	All motorboats, sailboats and rental boats
AK	50,219	15	29.9	48,891	11	22.5	All undocumented powerboats
AS	52	0	0.0	66	0	0.0	All watercraft
AZ	131,665	11	8.4	135,326	6	4.4	All watercraft, except inflatables 12 feet in length or less
AR	200,915	15	7.5	205,925	14	6.8	All motorboats and sailboats
CA	855,243	52	6.1	810,008	48	5.9	All motorboats; sailboats over 8 feet in length
CO	89,321	10	11.2	91,424	7	7.7	All watercraft powered by motor or sail - sailboards exempt
CT	105,499	8	7.6	108,078	7	6.5	All motorboats; sailboats 19.5 feet or more in length
DE	57,687	3	5.2	62,983	2	3.2	All motorboats
DC	2,889	1	34.6	3,017	0	0.0	All watercraft
FL	889,895	61	6.9	914,535	69	7.5	All motorboats
GA	322,346	14	4.3	353,950	19	5.4	All motorboats; sailboats 12 feet or more in length
GU	2,834	2	70.6	4,039	0	0.0	All watercraft (estimated)
HI	13,375	6	44.9	14,835	4	27.0	All motorboats; sailboats over 8 feet in length
ID	84,290	12	14.2	87,662	13	14.8	All motorboats and sailboats
IL	371,365	23	6.2	370,522	15	4.0	All watercraft, except non-profit org. owned canoes and kayaks
IN	217,297	10	4.6	281,908	8	2.8	All motorboats
IA	228,743	4	1.7	209,660	6	2.9	All watercraft with exceptions (a)
KS	88,041	7	8.0	89,315	6	6.7	All motorboats and sailboats
KY	171,936	10	5.8	175,863	14	8.0	All motorboats, except electric motors 1 hp or less
LA	302,974	36	11.9	302,141	21	7.0	All motorboats; sailboats more than 12 feet in length
ME	106,679	12	11.2	111,873	8	7.2	All motorboats
MD	188,623	19	10.1	193,259	9	4.7	All motorboats
MA	139,991	9	6.4	141,959	16	11.3	All motorboats
MI	803,391	26	3.2	812,066	27	3.3	All watercraft with exceptions (b)
MN	808,783	16	2.0	813,976	12	1.5	All watercraft with exceptions (c)
MS	156,743	11	7.0	156,216	8	5.1	All motorboats and sailboats
MO	302,271	20	6.6	297,194	14	4.7	All motorboats; sailboats over 12 feet in length
MT	42,985	10	23.3	52,105	2	3.8	All motorboats; sailboats 12 feet or more in length
NE	84,471	5	5.9	83,832	5	6.0	All motorboats
NV	50,864	7	13.8	53,464	2	3.7	All motorboats, sailboats, rowboats
NH	91,950	2	2.2	94,773	3	3.2	All motorboats; sailboats 20 feet or more in length
NJ	166,037	8	4.8	169,750	8	4.7	All watercraft with exceptions (d)
NM	37,469	2	5.3	37,340	8	21.4	All motorboats and sailboats
NY	467,828	28	6.0	475,689	27	5.7	All motorboats
NC	392,566	28	7.1	400,846	24	6.0	All motorboats; sailboats more than 14 feet in length
ND	47,537	5	10.5	56,128	3	5.3	All watercraft
CNMI	250	0	0.0	324	0	0.0	All motorboats
OH	432,696	15	3.5	430,710	16	3.7	All watercraft
OK	199,337	11	5.5	209,457	13	6.2	All watercraft
OR	171,983	10	5.8	177,634	11	6.2	All motorboats; sailboats 12 feet or more in length
PA	331,590	22	6.6	365,872	7	1.9	All motorboats and certain non-powered craft (e)
PR	24,391	1	4.1	61,578	3	4.9	All motorboats; vessels adapted to hold a motor
RI	40,989	2	4.9	45,930	2	4.4	All watercraft except canoes, kayaks & rowboats < 12 feet
SC	447,745	19	4.2	435,491	27	6.2	All watercraft
SD	56,615	2	3.5	56,624	4	7.1	All motorboats; all other boats over 12 feet in length
TN	259,904	22	8.5	266,185	19	7.1	All motorboats and sailboats
TX	577,174	37	6.4	596,830	28	4.7	All motorboats and sailboats 14 feet or more in length
UT	68,427	8	11.7	70,321	10	14.2	All motorboats and sailboats
VT	28,807	3	10.4	30,315	0	0.0	All motorboats
VI	8,052	0	0.0	7,705	3	38.9	All watercraft
VA	242,473	21	8.7	245,940	14	5.7	All motorboats
WA	234,543	15	6.4	237,921	18	7.6	All motorboats with exceptions (f); sailboats >16 ft in length
WV	51,752	8	15.5	64,510	8	12.4	All motorboats
WI	628,743	22	3.5	615,335	18	2.9	All motorboats; sailboats over 12 feet in length
WY	28,164	6	21.3	28,249	1	3.5	All motorboats and sailboats
Offshore		7			4		

(a) Iowa excludes inflatables under 7 feet in length and canoes/kayaks under 13 feet in length. (b) Michigan excludes manually propelled boats 16 feet or less in length, and nonmotorized rafts, canoes, and kayaks. (c) Minnesota excludes nonmotorized boats nine feet or less in length, duckboats during duckhunting season, and riceboats during harvest season and seaplanes. (d) New Jersey excludes non-motorized boats 12 feet or less in length and canoes, kayaks, racing shells and rowing sculls. (e) Pennsylvania registers non-powered craft using lakes or access areas owned by the State Fish & Boat Commission. (f) Washington excludes motorboats < 16 feet with motors 10 horsepower or less used solely on exclusive state waters.

Figure 16 DISTRIBUTION OF 2011 RECREATIONAL VESSEL REGISTRATION BY STATE





For each question below, please provide answers IF APPLICABLE AND IF KNOWN, otherwise leave blank.

**YOUR BOAT**

**BOAT IDENTIFICATION**

Your Boat Name:					Manufacturer:				
Model Name:					Model Year:				
Registration #:					Documentation #:				
Hull Identification # (HIN)					Rented: <input type="checkbox"/> Yes <input type="checkbox"/> No				

**SIZE ESTIMATES**

Length:	ft.	Depth from transom (stern) to keel (bottommost point):	ft.	in.	Beam width at widest point:	ft.
---------	-----	--	-----	-----	-----------------------------	-----

**HULL MATERIAL**

Type of Hull Material (select one)

<input type="checkbox"/> Fiberglass	<input type="checkbox"/> Wood	<input type="checkbox"/> Rubber/vinyl/canvas	<input type="checkbox"/> Other (describe):
<input type="checkbox"/> Aluminum	<input type="checkbox"/> Steel	<input type="checkbox"/> Plastic	

**BOAT TYPE**

Boat Type (select one)

Available Propulsion (select all that apply)

<input type="checkbox"/> Cabin motorboat	<input type="checkbox"/> Inflatable	<input type="checkbox"/> Canoe	Personal watercraft (PWC) (e.g., Wave Runner™, Jet Ski™, Sea-Doo™)	<input type="checkbox"/> Propeller	<input type="checkbox"/> Air thrust
<input type="checkbox"/> Open motorboat	<input type="checkbox"/> Houseboat	<input type="checkbox"/> Rowboat		<input type="checkbox"/> Sail	<input type="checkbox"/> Other (describe):
<input type="checkbox"/> Auxiliary sail	<input type="checkbox"/> Sail (only)	<input type="checkbox"/> Air boat		<input type="checkbox"/> Manual	
<input type="checkbox"/> Pontoon boat	<input type="checkbox"/> Kayak			<input type="checkbox"/> Water jet	
			Other (describe)		

**ENGINE**

# Engines	Engine type and horsepower (select one)				Fuel type (select all that apply)		
Manufacturer	<input type="checkbox"/> Outboard	<input type="checkbox"/> Sterndrive (I/O)	<input type="checkbox"/> Inboard	<input type="checkbox"/> None	<input type="checkbox"/> Gasoline	<input type="checkbox"/> Diesel	<input type="checkbox"/> Electric
Total horsepower: hp							

**SAFETY MEASURES**

Organizations that have conducted a vessel safety check (VSC) on board your boat within the past year (including carriage of safety equipment, e.g., lifejackets, anchor and line, fire extinguishers):

US Coast Guard Auxiliary: VSC Decal? <input type="checkbox"/> Yes <input type="checkbox"/> No	Federal Agency (Name)	
US Power Squadrons: VSC Decal? <input type="checkbox"/> Yes <input type="checkbox"/> No	State Agency (Name)	
	Other Agency (Name)	
# Life jackets on board:	# Fire extinguishers on board:	Type of fire extinguishers (e.g., ABC):
	# Fire extinguishers used:	Amount of fire extinguishers used:

**ACCIDENT DETAILS – EXTERNAL CONDITIONS**

**WEATHER**

Overall weather was (select one)	It was (select one)	Visibility was (select one)	Wind was (select one)
<input type="checkbox"/> Clear	<input type="checkbox"/> Day	<input type="checkbox"/> Good	<input type="checkbox"/> 0 mph (none)
<input type="checkbox"/> Cloudy	<input type="checkbox"/> Night	<input type="checkbox"/> Fair	<input type="checkbox"/> Over 0, up to 12 mph (light)
<input type="checkbox"/> Foggy	<input type="checkbox"/> Hazy	<input type="checkbox"/> Poor	<input type="checkbox"/> Over 12, up to 25 mph (moderate)
<input type="checkbox"/> Other (describe):	Approximate air temperature: °F		<input type="checkbox"/> Over 25, up to 55 mph (strong)
			<input type="checkbox"/> Over 55 mph (stormy)

**WATER**

Overall water conditions (select one):	Other water conditions:
<input type="checkbox"/> Up to 6 in. waves (calm)	Approximate water temperature: °F
<input type="checkbox"/> Over 6 in., up to 2 ft. waves (choppy)	Strong current? <input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/> Over 2 ft., up to 6 ft. waves (rough)	Hazardous waters? (e.g., rapid tidal flow, currents) <input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/> Over 6 ft. waves (very rough)	Congested waters? <input type="checkbox"/> Yes <input type="checkbox"/> No

USCG Boating Accident Report Form

For each question below, please provide answers IF APPLICABLE AND IF KNOWN, otherwise leave blank.

**ACCIDENT DETAILS – ACTIVITIES AND OPERATIONS ON YOUR BOAT**

**OPERATOR/PASSENGER ACTIVITIES**

Operator/passenger activities on *your* boat at time of accident:

Activities were (select one)

Operator/Passenger activities (select all that apply)

Recreational	Fishing	Tubing	Starting engine
Commercial	Hunting	Water Skiing	Making repairs
	White water activity (e.g., rafting)	Relaxing	Other (list):

**BOAT OPERATIONS**

Your boat operations at time of accident (select all that apply)

Cruising (underway under power)	Drifting	Racing	Towing another vessel
Changing direction	At anchor	Rowing/paddling	Launching
Changing speed	Being towed	Docking/undocking	Tied to dock/mooring
Sailing	Other (list)		

**ACCIDENT DETAILS – CONTRIBUTING FACTORS ON YOUR BOAT**

**CONTRIBUTING FACTORS**

Indicate factors on *your* boat which may have contributed to this accident (select all that apply)

Alcohol use	Improper lookout	Dam/lock	Starting in gear
Drug use	Operator inattention	Force of wake/wave	Sharp turn
Excessive speed	Operator inexperience	Hazardous waters	Restricted vision (e.g., fog)
Improper anchoring	Language barrier	Heavy weather	Mission/inadequate aids to navigation (e.g., buoy, daymarker)
Improper loading	Navigation rules violation	Ignition of fuel or vapor	Inadequate on-board navigation lights
Overloading	Failure to vent	Hull failure	People on gunwale, bow or transom
Other (describe):			

**ACCIDENT DETAILS – YOUR BOAT**

**MACHINERY/EQUIPMENT FAILURE**

Failure of the following machinery/equipment on *your* boat contributed to this accident (select all that apply)

Engine	Onboard lights	Shift	Sound equipment (e.g., horn, whistle)
Electrical system	Seats	Radio	Auxiliary equipment
Fuel system	Steering	Fire extinguisher	Other (list):
Sail/mast	Throttle	Ventilation	
Onboard navigation aids (e.g., GPS)			

**ACCIDENT DETAILS – EVENTS ON YOUR BOAT**

**ACCIDENT EVENTS**

Types of events occurring to/on *your* boat during accident (select all that apply)

Collision with recreational boat	Flooding/swamping	Person fell overboard
Collision with commercial boat (e.g., tug, barge)	Fire/explosion – fuel	Person fell on/within boat
Collision with fixed object (e.g., dock, bridge)	Fire/explosion – non-fuel	Sudden medical condition
Collision with submerged object (e.g., stump, cable)	Carbon monoxide exposure	Person struck by boat
Collision with floating object (e.g., log, buoy)	Mishap of skier, tuber, wake boarder, etc.	Person struck by propeller or propulsion unit
Capsizing	Person left boat voluntarily	Person electrocuted
Grounding	Person ejected from boat (caused by collision or maneuver)	
Sinking	Other (describe)	

For each question below, please provide answers IF APPLICABLE AND IF KNOWN, otherwise leave blank.

**ACCIDENT DETAILS – YOUR BOAT-  
INJURED PEOPLE RECEIVING OR IN NEED OF TREATMENT BEYOND FIRST AID**

*Report only* injured people on, struck by, or being towed by *your boat*, receiving *or in need of* treatment beyond first aid. *Do not report* injured people on, struck by, or being towed by *another boat or no boat* (e.g., swimmers, people on a dock). *If more than one* injured person to report, attach additional copies of this page. *If none*, SKIP INJURED PEOPLE section.

**INJURED PERSON**

First Name	MI	Last Name
Street		
City	State	Zip
Phone	Date of Birth (mm/dd/yyyy)	Age

**INJURY DETAILS**

Injury caused when person (select all that apply)				Nature of most serious injury (select one)			
Struck the (e.g., boat, water):				Scrape/bruise		Dislocation	
Was struck by a (e.g., boat, propeller):				Cut		Internal organ injury	
Was exposed to carbon monoxide poisoning				Sprain/strain		Amputation	
Received an electric shock				Concussion/brain injury		Burn	
Other (describe):				Spinal cord injury		Other (describe):	
Person was wearing lifejacket?		Yes	No	Broken/fractured bone			
Person received treatment beyond first aid?		Yes	No	Body part of most serious injury (e.g., head, trunk, leg):			
Person was admitted to a hospital?		Yes	No				

**ACCIDENT DETAILS – YOUR BOAT – DEATHS/DISAPPEARANCES**

*Only report* deaths/disappearances of people on, struck by, or being towed by *your boat*.  
If more than one death/disappearance to report, attach additional copies of this page.  
*If none*, SKIP DEATHS/DISAPPEARANCES section.

**PERSON WHO DIED/DISAPPEARED**

First Name	MI	Last Name
Street		
City	State	Zip
Phone	Date of Birth (mm/dd/yyyy)	Age

**DETAILS OF DEATH/DISAPPEARANCE**

Injury caused when person (select all that apply)				Nature of death/disappearance (select one)			
Struck the (e.g., boat, water):				Death – by drowning			
Was struck by a (e.g., boat, propeller):				Death – other likely cause (describe)			
Was exposed to carbon monoxide poisoning							
Received an electric shock				Disappeared and not yet recovered			
Other (describe):				Person was wearing lifejacket?		Yes	No



For each question below, please provide answers IF APPLICABLE AND IF KNOWN, otherwise leave blank.

**ACCIDENT DETAILS – YOUR BOAT OPERATOR**

**OPERATOR INSTRUCTION**

**OPERATOR SAFETY MEASURES**

Boating safety instruction completed (select all that apply)

On board, prior to accident, was operator wearing:

None	A lifejacket?	Yes	No
State course	An engine cut-off switch (Lanyard or wireless device) if equipped?	Yes	No
USCG Auxiliary course	On board, prior to accident, was operator using:		
US Power Squadrons course	Alcohol?	Yes	No
Internet (name of sponsoring organization)	Drugs?	Yes	No
Other (describe)	Operator arrested for Boating Under the Influence?	Yes	No
	Weather reports consulted prior to accident?	Yes	No

**OPERATOR EXPERIENCE**

Experience operating this type of boat (select one)

0 to 10 hours	Over 10, up to 100 hours	Over 100, up to 500 hours	Over 500 hours
---------------	--------------------------	---------------------------	----------------

**ACCIDENT DETAILS – OTHER KEY PEOPLE**

Only report other key people not already documented as injured, died, disappeared or operator/owner of your boat. If more than two other key people to report, attach additional copies of this page.

**NAME/ADDRESS**

This other key person was a(n) (select all that apply)

Other boat operator     Other boat owner     Owner of other damaged property     Passenger on your boat     Witness

First Name	MI	Last Name	
Street			
City	State	Zip	Phone
Other boat name (if any)		Other boat registration # (if any)	

**NAME/ADDRESS**

This other key person was a(n) (select all that apply)

Other boat operator     Other boat owner     Owner of other damaged property     Passenger on your boat     Witness

First Name	MI	Last Name	
Street			
City	State	Zip	Phone
Other boat name (if any)		Other boat registration # (if any)	

USCG Boating Accident Report Form

For each question below, please provide answers IF APPLICABLE AND IF KNOWN, otherwise leave blank.

**YOUR BOAT OPERATOR**

**NAME/ADDRESS**

First Name	MI	Last Name
Street		
City	State	Zip

**AGE/GENDER/PHONE**

Date of Birth (mm/dd/yyyy)	Age	Gender	Male	Female	Phone
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**YOUR BOAT OWNER**

If same as *your boat operator* SKIP rest of YOUR BOAT OWNER section.

**NAME/ADDRESS/PHONE**

First Name	MI	Last Name	
Street			
City	State	Zip	Phone

**PERSON SUBMITTING THIS REPORT**

If same as *your boat operator* OR *owner*, SKIP rest of PERSON SUBMITTING THIS REPORT section.

**NAME/ADDRESS/PHONE/ROLE**

First Name	MI	Last Name	
Street			
City	State	Zip	Phone

I was a(n) (select one)

<input type="checkbox"/>	Other person on board <i>this</i> boat
<input type="checkbox"/>	Accident witness <i>not</i> on board <i>this</i> boat
<input type="checkbox"/>	Other (describe):

**SIGNATURE OF PERSON SUBMITTING THIS REPORT**

Your signature	Date (mm/dd/yyyy)
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An Agency may not conduct or sponsor and a person is not required to respond to an information collection, unless it displays a currently valid OMB Control Number.

The Coast Guard estimates that the average burden for this report form is 30 minutes. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (CG-5422), U.S. Coast Guard, Washington, DC 20593-0001 or Office of Management and Budget, Paperwork Reduction Project (1625-0003), Washington, DC 20503.

## Glossary

**Airboat** - A boat propelled by an engine producing air thrust. This type of boat does not include ground effect vessels or air cushion vehicles (hovercraft).

**At Anchor** - Held in place in the water by an anchor; includes “moored” to a buoy or anchored vessel and “dragging anchor”.

**Auxiliary Sailboat** - A sailboat also equipped with an engine.

**Cabin Motorboat** - A motorboat equipped with accommodation spaces, i.e., bunks or berths.

**Canoe** - A small narrow boat, propelled by paddles. Canoes usually are pointed at both bow and stern and are normally open on top, but can be covered.

**Capsizing** - Overturning of a vessel.

**Carbon Monoxide Poisoning** - Death or injury resulting from an odorless, colorless gas generated from auxiliary boat equipment (stoves, heaters, refrigerators, generators, hot water heaters, etc.), another boat’s exhaust, or the exhaust of the vessel on which persons were either aboard or in close proximity.

**Collision with Fixed Object** - The striking of any fixed object, above or below the surface of the water.

**Collision with Floating Object** - Collision with any waterborne object above or below the surface that is free to move with the tide, current, or wind, except another vessel.

**Collision with Commercial/Governmental/Recreational Vessel** - Any striking together of two or more vessels, regardless of operation at the time of the accident, is a collision.

**Collision with Submerged Object** - A boat’s collision with any waterborne or fixed object that is below the surface of the water.

**Congested Waters** - Where the body of water is either too small or narrow to safely accommodate the number of boats on it.

**Cruising** - Proceeding normally, unrestricted, with an absence of drastic rudder or engine changes.

**Documented Vessel** - A vessel of five or more net tons owned by a citizen of the United States and used exclusively for pleasure with a valid marine document issued by the Coast Guard. Documented vessels are not numbered.

**Drifting** - Underway, but proceeding over the bottom without use of engines, oars or sails; being carried along only by the tide, current, or wind.

**Electrocution** - Death or injury resulting from an electrical current that comes in contact with water causing electrocution of the victim.

**Excessive Speed** - Speed above that which a reasonable and prudent person would have operated under the conditions that existed. It is not necessarily a speed in excess of a posted limit.

**Failure to Vent** - Prior to starting the engine, failure to turn on the powered ventilation system that brings in “fresh air” and expels gasoline vapors from the engine compartment.

**Fall in Vessel** - Any operator or passenger who slips, trips, or falls on board or within the vessel.

**Falls Overboard** - Any operator or passenger who falls off of the vessel.

**Fiberglass (plastic) hull** - Hulls of fiber-reinforced plastic. The laminate consists of two basic components, the reinforcing material (glass filaments) and the plastic or resin in which it is embedded.

**Fire/Explosion (fuel)** - Accidental combustion of vessel fuel, liquids, including their vapors, or other substances such as wood.

**Fire/Explosion (other)** - Accidental burning or explosion of any material onboard except vessel fuels or their vapors.

**Flooding/Swamping** - Filling with water, regardless of method of ingress, but retaining sufficient buoyancy to remain on the surface.

**Force of Wave/Wake** - The track in the water of a moving boat; commonly used for the disturbance of the water (waves) resulting from the passage of the boat's hull.

**Fueling** - Any stage of the fueling operation; primarily concerned with introduction of explosive or combustible vapors or liquids on board.

**Grounding** - Running aground of a vessel, striking or pounding on rocks, reefs, or shoals; stranding.

**Hazardous Waters** - Rapid tidal flows (the vertical movement of water) and/or currents (the horizontal flow of water) resulting in hazardous conditions in which to operate a boat.

**Houseboat** - A motorized vessel designed primarily with accommodation spaces with little or no fore-deck or cockpit, with low freeboard and with a low length to beam ratio.

**Hull Failure** - Defect or failure of the structural body of a vessel (i.e., hull material, design, or construction) not including superstructure, masts, or rigging.

**Ignition of Spilled Fuel or Vapor** - Accidental combustion of vessel fuel, liquids, and/or their vapors.

**Improper Anchoring** - Where a boat is either in the process of being anchored incorrectly or incorrectly held in place in the water by an anchor.

**Improper Loading** - Loading, including weight shifting, of the vessel causing instability, limited maneuverability, or dangerously reduced freeboard.

**Improper Lookout** - No proper watch; the failure of the operator to perceive danger because no one was serving as lookout, or the person so serving failed in that regard. Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision.

**Inflatable** - A vessel constructed with its sides and bow made of flexible tubes containing pressurized gas. On smaller inflatables, the floor and hull beneath it is often flexible. On larger inflatables, the boat often has a rigid floor and solid hull capable of supporting a more powerful transom mounted outboard engine or even an inboard engine.

**Kayak** - A small boat with a cockpit that is propelled by a double-bladed paddle by a sitting paddler.

**Inadequate On-board Navigation Lights** - Insufficient and/or improper lights shown by a boat that indicate course, position, and occupation, such as fishing or towing.

**Machinery Failure** - Defect and/or failure in the machinery or material, design or construction, or components installed by the manufacturer involved in the mechanical propulsion of the boat (e.g., engine, transmission, fuel system, electric system, and steering system).

**Missing or Inadequate Navigation Aids** - The absence of or ineffective presence of navigation aids.

**Motorboat** - Any vessel equipped with propulsion machinery.

**Numbered vessel** - An undocumented vessel numbered by a state with an approved numbering system under Chapter 123 of title 46, U.S.C.

**Open Motorboat** - Craft of open construction specifically built for operating with a motor, including boats canopied or fitted with temporary partial shelters.

**Operator Inattention** - Failure on the part of the operator to pay attention to the vessel, its occupants, or the environment in which the vessel is operating.

**Operator Inexperience** - Lack of practical experience or knowledge in operating a vessel or, more particularly, the vessel involved in the accident.

**Outboard** - An engine not permanently affixed to the structure of the craft, regardless of the method or location used to mount the engine, e.g., motor wells, "kicker pits", motor pockets, etc.

**Overloading** - Excessive loading of the vessel causing instability, limited maneuverability, dangerously reduced freeboard, etc.

**People on Gunwale, Bow or Transom** - Standing/Sitting on the upper edge of the side of a boat, usually on a small projection above the deck; and/or standing/sitting on the most forward part of the boat; and/or standing/sitting on the back of the boat.

**Person Struck by Vessel** - A person is struck by a boat.

**Person Struck by Propeller** - A person is struck by the propeller, propulsion unit, or steering machinery.

**Personal Watercraft** - Craft designed to be operated by a person or persons sitting, standing or kneeling on the craft rather than within the confines of a hull.

**Pontoon Boat** - A boat consisting of a rigid structure connecting at least two parallel fore (front) and aft (back) rigid sealed buoyancy chambers.

**Restricted Vision** - A vessel operator's vision is said to be restricted when it is limited by a vessel's bow high trim, or by glare, sunlight, bright lights, a dirty windshield, spray, a canopy top, etc.

**Rowboat** - A open boat propelled by one or more persons using oars.

**Rules of the Road Infraction** - Violation of the statutory and regulatory rules governing the navigation of vessels.

**Sailboat (only)** - Any boat whose sole source of propulsion is the natural element (i.e., wind) or a boat designed or intended to be propelled primarily by sail, regardless of size or type.

**Sharp Turn** - An immediate or abrupt change in the boat's course of direction.

**Sinking** - Losing enough buoyancy to settle below the surface of the water.

**Skier Mishap** - Skier mishap is defined by persons (1) falling off their water-skis, (2) striking a fixed or submerged object, or by (3) becoming entangled or struck by the tow line. Also includes mishaps involving inner-tubes and other devices on which a person can be towed behind a boat.

**Starting in Gear** - The boat's engine is started with the transmission in forward or reverse.

**Steel hull** - Hulls of sheet steel or steel alloy, not those with steel ribs and wood, canvas, or plastic hull coverings.

**Sterndrive** - An inboard/outboard engine system, with the engine inside the hull connected to an external lower unit containing a propeller. Steering is achieved by turning the lower unit.

**Sudden Medical Condition** - An incident where a person on a vessel experiences an unexpected medical condition.

**Towing** - Engaged in towing any vessel or object, other than a person.

**Weather** - As a contributing factor of an accident, "Weather" is supposed to signify a stormy or windy condition, usually connoting rough or high seas and dangerous operating conditions.

**Wood Hull** - Hulls of plywood, molded plywood, wood planking, or any other wood fiber in its natural consistency, including those of wooden construction that have been "sheathed" with fiberglass or sheet metal.

## Glossary of State Codes

AL	Alabama	NJ	New Jersey
AK	Alaska	NM	New Mexico
AZ	Arizona	NY	New York
AR	Arkansas	NC	North Carolina
CA	California	ND	North Dakota
CO	Colorado	OH	Ohio
CT	Connecticut	OK	Oklahoma
DE	Delaware	OR	Oregon
DC	District of Columbia	PA	Pennsylvania
FL	Florida	RI	Rhode Island
GA	Georgia	SC	South Carolina
HI	Hawaii	SD	South Dakota
ID	Idaho	TN	Tennessee
IL	Illinois	TX	Texas
IN	Indiana	UT	Utah
IA	Iowa	VT	Vermont
KS	Kansas	VA	Virginia
KY	Kentucky	WA	Washington
LA	Louisiana	WV	West Virginia
ME	Maine	WI	Wisconsin
MD	Maryland	WY	Wyoming
MA	Massachusetts	GU	Guam
MI	Michigan	PR	Puerto Rico
MN	Minnesota	VI	Virgin Islands
MS	Mississippi	AS	American Samoa
MO	Missouri	CNMI	Northern Mariana Islands
MT	Montana	AT	Atlantic Ocean
NE	Nebraska	GL	Gulf of Mexico
NV	Nevada	PC	Pacific Ocean
NH	New Hampshire		